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THE
NORTHWEST

DEVOTED TO WESTERN INTERESTS AND PROGRESS.

ILLUSTRATED MONTHLY
MAGAZINE

ST. PAUL - MINNEAPOLIS.
E. V. SMALLEY, EDITOR & PUBLISHER.

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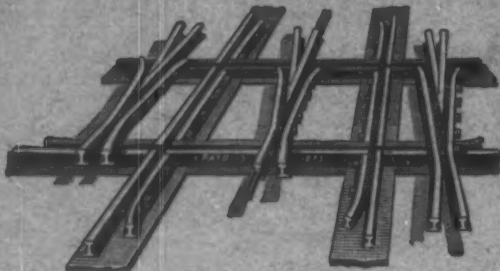
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TACOMA PROPERTY.

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A Bargain for All. 

Ashton's First Addition to the City of Tacoma

Is now on the market, containing Twenty Acres, located just two miles from the heart of the city and in a part now being rapidly settled by those working and doing business daily in the business center of the city. It is also well located from a sanitary point of view and very desirable for residences.

IT IS A SURE INVESTMENT FOR THE FOLLOWING REASONS:

FIRST---The Northern Pacific Railroad Company is now spending large sums of money in HARBOR and other IMPROVEMENTS at Tacoma, and within the next year will spend there \$3,000,000, at least, in erecting CAR and MACHINE SHOPS, ENGINE HOUSES, A LARGE UNION DEPOT and TERMINAL FACILITIES of various kinds, all of which will be located at and about the head of Commencement Bay on which the city is located.

This Addition is one of the few localities where the business men of the city and the employees of the railroad company must find homes adjacent to their work, and at the same time sufficiently distant to be removed from the disagreeable features surrounding a residence in or immediately adjoining the manufacturing center of a city.

SECOND---The above improvements with numerous other MILLS and MANUFACTURIES now being built and operated at and about the head of the Bay will employ at least 6,000 men who will soon occupy with their homes this addition and every other desirable locality in the southern part of the city.

THIRD---A SUBURBAN RAILROAD is now fully graded from the center of the city to and along side of this Addition and must be completed and in operation by the first of December next in order to secure its franchise and land subsidies which are too valuable for it to lose, and the grantors of them are so sanguine of the merit of their properties to grant any extension of time. THIS INSURES RAPID TRANSIT TO AND FROM THE BUSINESS PORTION OF THE CITY.

FOURTH---There is also a MOTOR LINE now being built to a point within one-half mile of this Addition, and a FRANCHISE procured from the city for a CABLE CAR LINE TO AND ALONG THE MAIN STREET OF THIS ADDITION.

The streets are 70 feet wide, alleys 20 feet and lots 25x120 feet, and PRICES and TERMS as follows, being within the reach of all, viz: \$175 for corners and \$150 for inside lots, with 10 per cent. discount for cash, or 5 per cent. discount for one-half cash and balance in six months, or one-third cash, one-third in three and one-third in six months, and in the event of purchasers desiring to buy a large number of lots for cash, fair and reasonable terms will be made by calling upon or addressing

KNIGHT, FRYE & MILLS, Real Estate Brokers, 1403 Pacific Ave.,

OR

C. A. CAVENDER, Real Estate Broker, Tacoma, Wash. Ter.

N. B. We have also for sale a number of lots in CENTRAL PARK ADDITION to Tacoma, located east of the above Addition, and quite as desirable for the above reasons. Terms same as those for sale of Ashton's First Addition. **KNIGHT, FRYE & MILLS,
C. A. CAVENDER.**

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Tacoma Western Railway Company, Capital, \$100,000.

Tacoma Western Land and Construction Co., Capital, \$100,000.

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Western Bay Land Company, Capital, \$60,000.

Highland Park Land Company, Capital \$50,000.

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Park Place Land Co., Capital, \$20,000.

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THE NORTHWEST

Illustrated Monthly Magazine

VOL. VII.—No. 3.

ST. PAUL AND MINNEAPOLIS, MARCH, 1889.

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A FINNISH SETTLEMENT IN MINNESOTA.

Four Thousand Finns in Otter Tail, Becker and Wadena Counties.

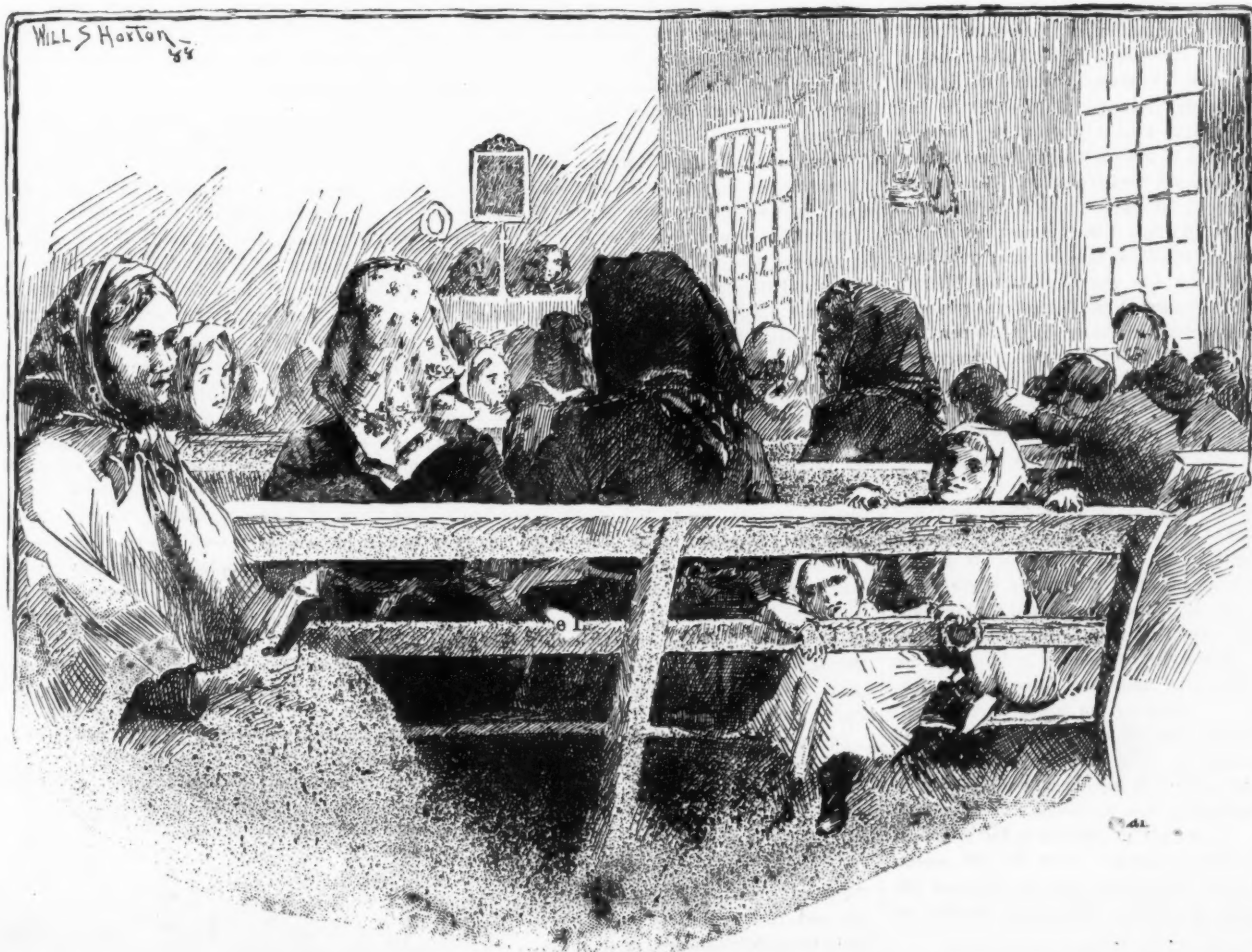
In the mosaic of Minnesota's population the American element furnishes, in nearly all our counties, the dominant color. The Scandinavians make the next largest showing on the census maps which exhibit by various hues the location and per centage of the different component parts of our population. In some portions of the State they outnumber all other elements combined, and there are few counties where they are not present in considerable force. Here and there on the map are spots of color that indicate the presence of communities of foreign people of whom the average American knows but little. He sees so many Scandinavians and Germans that they hardly

seem foreigners. He knows their traits of countenance, their accent, their ideas and their ways of living. There is nothing new to be written of them. But these small streaks and patches of color on the population maps, representing Poles, Czechs, Finns, Icelanders, Moravian Russians, Slovaks from Southern Hungary and Roumanians, offer a fresh field for the descriptive writer.

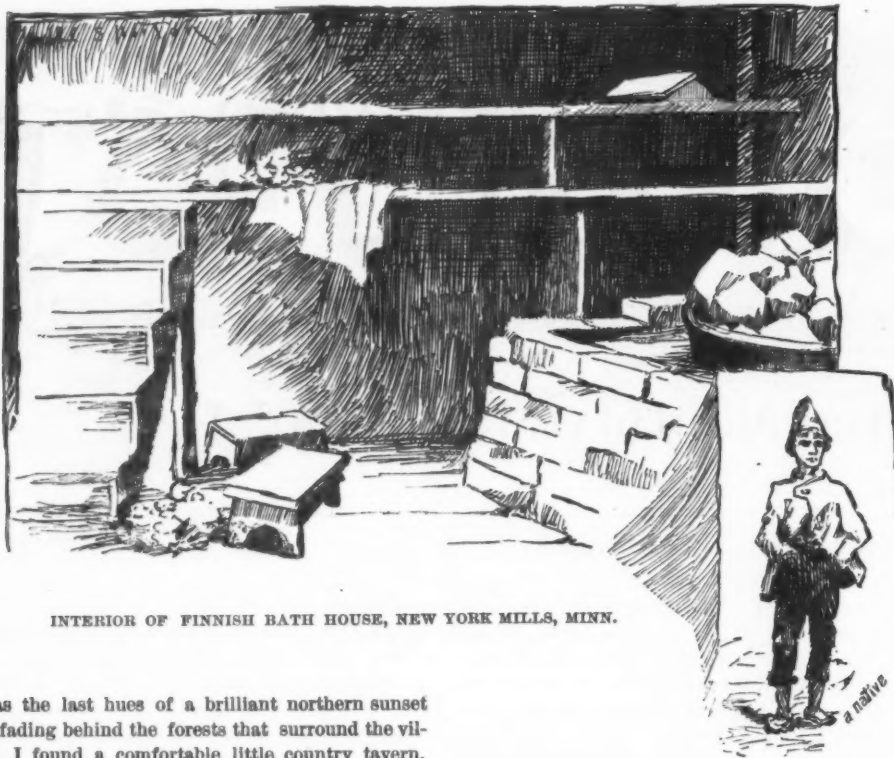
The largest settlement of Finns to be found in the United States is in Northern Minnesota, in the vicinity of a village called New York Mills, on the Northern Pacific railroad. The place got its name from a land and lumbering company, formed in New York about the time the railroad was built in 1870 and 1871. In the little colony of Finns that arrived a few years later to work in the woods and the saw mills were two or three men of superior intelligence, who wrote

letters to Finland describing the advantages of the country, got into relations with an emigration agency in New York, and thus drew a steady stream of their countrymen to the forests and "openings" of this section of Northern Minnesota. In course of time a small newspaper in the Finnish language was established, and the copies that were mailed to Finland were the most effective kind of emigration literature. The community of Finns in and around New York Mills now numbers nearly 4,000 souls.

One of the artists of THE NORTHWEST, Mr. Will S. Horton, visited the place last fall and made a few sketches, and it was the writer's intention to meet him there, but other engagements delayed the journey until the middle of January, when little of the outdoor life of the people could be seen. I left St. Paul on the morning train and arrived at New York Mills



IN THE FINNISH LUTHERAN CHURCH, SIX MILES FROM NEW YORK MILLS, MINNESOTA



INTERIOR OF FINNISH BATH HOUSE, NEW YORK MILLS, MINN.

just as the last hues of a brilliant northern sunset were fading behind the forests that surround the village. I found a comfortable little country tavern, kept by an American and patronized by lumbermen and by an occasional drummer from the city. Nothing of Finnish life was to be seen here, and I was not long in finding the way to the printing office, always the best source for the sort of information a traveling correspondent wants. Two young men were setting type by lamp light, and in the rear of the room a stalwart, blonde, spectacled man of about thirty-five was at work writing. He spoke English with difficulty, German rather better and Swedish better still. He had been a Lutheran preacher, he said, after self-introductions on both sides and a little preliminary chat, but liked the occupation of journalism better than the ministry. His name—J. W. Lahde; that of his paper, *Amerikan Suometar*, which in English would be the *Finnish American*. The Finns call their country *Suomi*—Finland being its Swedish name. *Suomalainen* is the masculine for a native of Finland and *Suometar* the feminine. Mr. Lahde handed me a copy of his paper fresh from the press. I was surprised to find that it was number one of volume one. He explained that the old paper published at New York Mills for five years by August Nilund, and called *Unsi Kottmaa* (New Home), was removed to Astoria, Oregon, last Summer by its owner, and that the new paper had taken its place. *Amerikan Suometar* is a well printed little sheet of six columns to the page. I have some knack at foreign tongues but knowledge of neither the Latin nor the Teutonic groups of languages is of any service in reading Finnish. The Finns are a vestige of the great Tartar invasion of the Dark Ages. Ethnologically they are kindred neither of the Swedes on one side of them nor of the Russians on the other, but are related to the Lapps and to the Magyars of Hungary, who are also of Tartar stock. Both the Finnish and Magyar languages belong to the Turanian family, as does also the Turkish. At the risk of seeming pedantic let me say that the Turanian languages are called agglutnative, because the sense of the nouns is expressed, not by prepositions, but by adding to the root words different terminations. For example *huone* means the house; *huoneessa*, in the house; *huoneessaan*, to the house; *huoneesta*, from the house and *huonelle*, by the house. There are 20 articles in the language and the nouns have no gender. The Finnish alphabet contains twenty-four letters and the language has only that number of sounds. The type is the same as the German.

While I talked with the editor the principal merchant of the village, Olof Pary, came in. He speaks

English fluently, sells goods in a big brick store and has four hundred men in his employ in the forests, cutting ties and cord-wood. A swarthy man, in a tall fur cap, who looked like a Tartar, and a little, stout, blonde man, whose shock of yellow hair was also surmounted by a tall cap, soon joined the group at the rear of the printing office. These men spoke no English and were often consulted by the editor for replies to the questions I asked about the settlement. The Finnish language has a smooth, flowing, agreeable sound. It has no guttural sounds like the German, no nasal tones like the French, and no strong sybillant sounds like the English. It is as pleasing to the ear as the Italian, but it does not appear to have a distinct musical cadence, like that harmonious language.

There are only four Finnish newspapers in the United States, one at Ashtabula, Ohio, one at Calumet, in the copper country of the Upper Peninsula of Michigan, one at New York Mills, Minn., and one at Astoria, Oregon. The considerable settlement of Finns at Estelline, Dakota, has, as yet, no paper. In reply to a question as to what are the common family and Christian names among the Finnish people, the editor showed me his subscription list and also an almanac containing much useful information for Finnish settlers written by him and printed at New York Mills. In the calendar tables a name appears opposite each day of the month, as a suggestion to parents for naming children born upon that day. Biblical names like Isak, Johan and Jacob, I found to be most numerous but there were also many peculiar old Finnish names such as Sipi, Kauno, Ilman, Mats, Ouni and Kultasun, for boys, and Sivja, Tyrjne, Ilma, Hilja and Erika for girls. From "family names on the subscription list I copied the following: Mikkala, Mursu, Ojala, Fiskah, Toomela, Laiti, Koski, Rinipita, Wenata, Kosekula, Haarala, Pagari, and Pikkarainen.

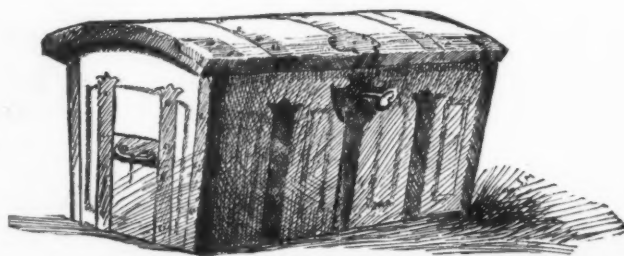
In the evening at Olof Pary's store I heard that most of the Finns in the settlement have come in during the past five years and that the immigration of the past two years has been very large. The prairie openings in the woods are all occupied by farmers and recent settlers have gone upon the lightly timbered lands clearing up a few fields for wheat, oats and potatoes and making fair earn-

ings during the winter season by cutting fire-wood and railroad ties. The general condition of the people is good. Most of them arrived with very little means but any reasonable endowment of industry and thrift brings them to a condition of comparative independence in two or three years. One man told me he could earn as many dollars here as he could make in Finland—a mark being worth only twenty cents. Of course there are some shiftless, incapable people, as in all communities, who became more or less a public charge, but they are few in number. The fact that the community is constantly attracting new comers from Finland is the best evidence that its condition is on the whole prosperous.

I was glad to have the opportunity to see the interior of two Finnish homes. In the first visited the living room had a neat rag carpet on the floor and white muslin curtains at the windows. The walls were papered with old newspapers. There were geraniums and other plants in one of the windows. In one corner stood a folding bed of peculiar construction. What first claimed the attention of the visitor was the stove, a solid construction of brick, covered with white plaster, and fitted with iron doors. It warmed two rooms on the ground floor and two above, with great economy of fuel, and without the excessive heat that iron stoves give. I was shown, among other books in the Finnish language, a copy of the *Kalevala*, the great Finnish epic poem, which has recently been translated into English and published in New York. From a German translation of this poem Longfellow evidently got the metrical form of his *Hiawatha*. The hostess served coffee and excellent cakes to the visitors, and the editor of the local paper recited some passages from the *Kalevala* in the original. The second call was at the house of a prosperous merchant, long resident in America. The house was furnished very much in the American style, except the stove, which was a much more expensive construction than the one above described, the exterior being covered with white encaustic tiles. Like the first seen, it reached from floor to ceiling and was built in the wall between two rooms. The merchant said it cost him \$130, but that it had already saved its cost in its economy of fuel. A wood fire built in the morning kept four rooms warm all day without replenishing.

The Finns feel themselves very much at home in Northern Minnesota. The face of the country, with its numerous lakes and ponds and its pine and hard wood forests alternating with strips of prairie, very closely resembles that of Finland, and the products of farming are the same. The climate is less rigorous than that of Finland in winter, but resembles it in the general characteristics of the seasons. The Finnish immigrant who settles in the forest region of Northern Minnesota finds nothing particularly strange in his surroundings, except the thinly settled state of the country, and the much higher rate of wages he can earn. The Finns are good farmers and know how to care for stock. Most of them arrive with little means and nearly all belong to the peasant class, but they gradually absorb American ideas and customs and on the whole make good citizens. All can read and write their own language, common school education being compulsory in their own country. A much larger measure of self-government is accorded by Russia to Finland than the other provinces of the empire enjoy.

Very little that has a foreign look can be seen in



A FINNISH TRUNK.



LOG FARM HOUSE IN NORTHERN MINNESOTA.

the village of New York Mills, except the numerous bird houses stuck up on long poles and the bands of red or green paint around the window-casings of some of the dwellings. In their architecture both dwellings and stores are of the typical form seen in all American western villages. At one end of the town is a bath house, the interior of which struck our artist as peculiar enough to merit a sketch. It contains a large brick furnace, on which stones are heated to a red heat. The bathers bring in buckets of water, and after undressing they pour the water on the hot stones until the steam fills the little room, thus making a steam bath in a way almost as primitive as that employed by the Indians.

Whatever is peculiar in the costume of the newly arrived Finn soon disappears when he replaces his garments from the stock of ready-made clothing in the village stores. The women do not as readily Americanize their garb. They cling to the kerchief as the headgear for all occasions—a cotton kerchief for week-days and a silk one to wear to church on Sundays. A stout woolen skirt in winter and a calico one in summer, with a short jacket and a shawl for out-door wear, and thick shoes, complete the outer costume. Some spinning and weaving of flax and wool is still done in the houses. The typical Finnish face is broad, with high cheek bones. I saw more fair haired people than brunettes. The original Tartar stock was undoubtedly dark, and some faces are distinctly Mongol in features and color; but there was a great mixture of Scandinavian blood in the population of Finland during the centuries that Sweden ruled the land.

E. V. SMALLEY.

THE LOST LAKE.

There has been a good deal said about the "Lost Lake" of the Blue Mountains, and many stories advanced as to its location and surroundings, but no two of which seem to correspond. Almost every person who has learned of it, and heard the story concerning this lake, adds more to its already magnified curiosities and history. It has been the good fortune of a *Statesman* representative recently to engage in a conversation with a gentleman who is thoroughly acquainted with the entire country in which this lake is situated, and who, we believe, has informed us correctly. The gentleman says the lake lies almost due east of Walla Walla, in one of the several large canyons that head near the summit of the Blue Mountains, just beyond the three tall peaks at the headwaters of Mill Creek, that are plainly seen from the city, and empties into the north prong of Grande Ronde River. It is said by some persons who claim

to have been to the lake, that it could not be approached from but one direction, and from that by only a very small passage way, as the mountains that surround it are perpendicular from a height of fifty or 100 feet, and some places much higher than that. Our informant, however, says this is not altogether true. While the mountain sides are very steep, yet one can reach the margin of the lake without much difficulty.

This is not a natural lake, having been caused by the mountains sliding into the canyon from each side,

and causes a whirlpool, and, of course, everything that gets within reach of it is taken under immediately. So it was with the Indians, who knew nothing of this whirlpool until too late. The water that sinks in the lake does not come to the surface again for a distance of about three miles below, when it continues on until the Grande Ronde River is reached.

For many years there have been whisperings of this mysterious "lost lake," and we know of many expeditions that have started out in search of it. Reports have been rife that large nuggets of gold were

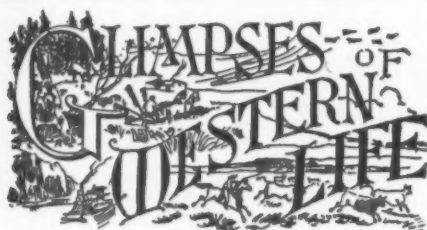


TYPICAL FINNISH FACES.

backing the water up until a complete lake has been formed. Until the last year or so this used to be a great place for the Indians to bathe in. They would construct their little sweat-houses on the bank, get into them until they were perspiring very freely, when they would rush into the cold water and swim around. They were all right if they kept away from a certain place, but on approaching this particular point they were swallowed up in the twinkling of an eye, and nothing was ever seen of them again. This caused the red man to look upon the lake with horror, and to desert it as a bathing place, as they could not understand why it was that so many of their number were sent to the "happy hunting grounds," and they call it "Hell's Lake."

It seems that the water escapes underneath the dam, as it might be termed, that slid in from the sides

found here at one time, and that the prospector could never return to the place. Then again that an explorer found where miners had been at work; there lay rusty picks and shovels, that the storm of winter and time had almost entirely consumed their wooden handles, while rust had demolished to a great extent the iron and steel portions of these evidences of mining. There is now no doubt that a great deal of this report originated in the imagination only. Its mysterious locality is now no longer a mystery—the "lost lake" of the Blue Mountains is found. Whether the Indians obtained repeated quantities of gold from this locality or not is unsolved, but our informant inclines to the belief that this portion of the story is only a myth, and that the general outline above given is all the interest appertaining to the "lost lake."—*Walla Walla (Wash. Ter.) Statesman*.



THE REQUISITE SAND.

There was a young man from the East
Who was not afraid in the least,
But took up his pack,
And made a straight track
For the land of the antelope, broncho and shack,
This plucky young man from the East.

Though barely of age for a v-ota
He struck for the wilds of Dako-ta,
He took in his hand
The requisite "sand,"
And then he pre-empted some acres of land,
Way out in the wilds of Da-ko-ta.

The fellow's my brother-in-law,
And gladly I'd stretch out my paw,
And give him a whack
In the small of the back,
And yell at him "George, you'r on the right track,
So go in young brother-in-law.

M. W. A.

Catching 100-pound Fish.

Forty sturgeon averaging in weight over 100 pounds each, were strung along the sidewalk in front of a Yamhill Street market yesterday. They were caught at the Cascades, and were to be shipped to San Francisco.

"It is cold work catching sturgeon now," said a fisherman. "We catch them from a boat with a hook and line."

"I should think it would be hard work to pull up such large fish, and a still harder job to get them into the boat," said a bystander.

"They come up just like a log," was the reply. "They make a little struggle when they come to the surface, but a rap on the head settles them, and they are hauled in with a gaff."—*Portland Oregonian*.

Dakota Women.

The story of a Dakota lady pleading her own case in a contested land matter, and coming out victorious in the teeth of defeat, is told elsewhere.

Dakota women do better than men, it oft appears. In locating townsites, manipulating county seats, acquiring and contesting claims and fighting their own contests, in riding, shooting trapping, flirting, dancing and holding their heads high, they are making the hearts of the masculine population sick with envy and something else, sometimes too.

What a glorious tournament ground the young State of Dakota or Lincoln is, anyway! Every girl in the bed-ridden east can come out to the tourney, get health, intelligence, independence, a stock of valuable ideas on what she is worth in the scale of humanity, actually worth, not rumored,—and get a husband, too, if the appendage is thought necessary.

Dakota is destined to force some new and altogether needed notions on the understanding of our eastern friends, before she gets through with them.—*James-town Capital*.

The Genial Clime.

Pee-wees are already twittering in the shrubbery of Puyallup yards, sturdy old hens are walking out of the brush where they have stolen their nests, and are exhibiting to the world their goodly troops of chicks, lambkins are sporting on the green stretches of cloverland, the brushwood is budding, and when the sun climbs to the summit of Mt. Puyallup, and the morning frost is misted away from the lowlands, the sky is as soft and cloudless as that which hangs over Italy, the blessed. Hugh Crockett's bees are prospecting for budding posies, salmon are running up the

rivers and before the winter has fairly come its gone. Fires are little needed now and open doors and windows about the city testify to the geniality of the outer air. We live in a land of health and comfort and a paradise for bums.—*Puyallup (Wash.) Commerce, Feb. 2.*

St. Patrick Has Been There.

While discussing venomous reptiles it will perhaps not be out of place to add a little information which seems to me remarkable, and which will be news to nearly all who live east of the mountains. When I arrived on Puget Sound I was informed that there were neither poisonous serpents, insects, nor plants on the shores or islands of the Sound. Having never seen a place entirely devoid of poisonous animal or vegetable life I was rather inclined to doubt the assertion, though assured by many old settlers, as well as new, that such was the case. However, a careful investigation since then has convinced me that it is true. In all my hunting and fishing expeditions I have never seen a specimen of poisonous reptiles, insect or plant. I notice an entire absence of both poison oak and ivy, which I have heretofore encountered wherever I have been. As far as I can learn, what I have said in regard to Puget Sound also holds true of all the country lying west of the Cascade Range.—*Forest and Stream*.

A Law Unto Herself.

A novel feature of the proceedings Friday at the district court at Ellendale was the argument by the plaintiff, Mrs. de Lendrecie of Fargo, of her replevin case, under permission of the court. She electrified the judge, jury and court attaches with her earnest, eloquent plea. The case was sure to go against her, the evidence all in, the arguments made and Hon. S. H. Moer, the talented young counsel on the other side, was just framing a telegram in his mind to send his clients. The Fargo lady saw the weak point, her eyes flashed, she sprang to her feet, faced the court. Quickly composing herself she said, with all the dignity of a Conkling: "If the court please may I make a statement?" "Yes" said the court, with a perplexed and worried look. She began in a clear, concise earnest way. She waxed eloquent. She plead as only a highly accomplished person in earnest can. The stern faces of judge and jury relaxed the perplexed faces gave way to earnest thought, then melted into a smile of bravo, woman! The case was won and no one knew how—especially Attorney Moer. Like the grim Sheridan she turned crushing defeat into a decisive victory. Mrs. de Lendrecie lives in Fargo, is very wealthy and said to be in the possession of as fine a business mind as can be found in the Northwest.—*Ellendale Commercial*.

A Curious Historical Discovery.

It is stated as a historical fact that the Rocky Mountains were first discovered and explored by Verendrye and party over 150 years ago. He was accompanied by two Jesuits, Pere Messenger and Pere Anneau. In 1736 the youngest son of Verendrye, the Jesuit Anneau, and twenty men were killed by Sioux Indians. In 1738 Verendrye entered the Mandan country. He reached the Yellowstone shortly after, and reached the "Gates of the Mountains," near Helena, on New Year's day, 1743, when the Holy Sacrifice of the Mass was doubtless celebrated with as much solemnity by the Jesuit Father of the expedition as it was every morning by another saintly son of Loyola in the Church of the Sacred Heart.

Orders were given Verendrye by the Marquis de Beauharnais, then governor of New France, embracing all Canada and a large portion of the United States, to take possession in the French king's name of all the territory he should discover, so that this portion of Montana in 1743 belonged to France.

And now after the lapse of all these years undeniable evidence of the truth of the above has been discovered at the head of Belt canyon. Mr. Charles D. Griffith, while surveying in that locality, found an im-

pression of the French coat-of-arms in metal—supposed to be copper—fastened to a monument of stone. It is, we believe, there yet. The presumption is that when Verendrye and party reached the gate of the mountains they supposed they had reached the head waters of the Missouri River, and in commemoration of their taking possession of the country in the name of the French king, they erected the monument and fastened the coat-of-arms above mentioned thereto.—*Fort Benton Press*.

A Peculiar Incident.

Some time last week a baggageman at Umatilla got on a spree—not one of those little half-and-half drunks but a good, whole-souled spree, in which the liquor becomes absorbed in a man's system, as it were, steals away his brains for a time, at least, and causes him to do things for which he is ever after heartily ashamed.

So it was, at least, with the baggageman. He had been acting queerly under the influence of liquor, and it was thought that something might possibly go wrong with him. Before long, he had armed himself with a thirty-two-calibre pistol, and started on a hunt. He was accompanied at the start by the night operator and switchman, but gradually got out of sight of his companions. After skirmishing around for game in the neighborhood, the two latter happened to run across the baggageman, and found him just in time. He was standing on the railroad track, with the muzzle of the pistol pointed at his temple. As the two other hunters came up, he asked the switchman:

"Does it take a brave man or a smart man to commit suicide?"

The switchman, who is evidently level headed, responded, "I always supposed it took a d—d fool."

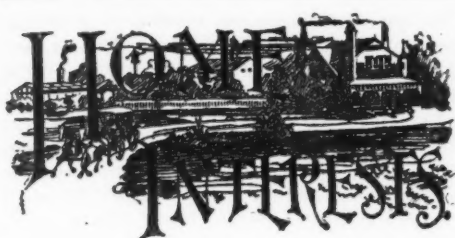
This settled it. The baggageman said: "If that's the case I do not want to commit suicide," and shot all the loads from his weapon, afterward throwing it away. Since he has sobered up, he has fully regained his reason, and has probably made many good resolutions. He might have been a dead man but for the timely arrival of his companions, and the apt remark of one of them at the critical moment.—*East Oregonian*.

Captain Van Etten's Prayer.

Captain Van Etten is nothing if not sensational. His trip to Bismarck overland on a lecture tour attracted the attention of the entire country and his vote upon all measures is given with a thunderclap spontaneity that arouses the surrounding country for miles. The captain did not go to Grand Forks. While the majority of the legislators went whirling away to the Red River Valley, he and a number of the other hard working members remained in Bismarck and on Saturday held a session which was made memorable in many ways. Among events of the day was Captain Van Etten's prayer (the official chaplain being absent) which comes to us as follows:

"Oh Lord bless this house. Of course, as can be seen by careful observation, there are not many of us here, the majority having gone on a junketing to Grand Forks. Oh Lord Thou knowest their motives in going. If it is in the best interests of the country (which seems to me very doubtful) Thou wilt bless them, but it is for the wayward pleasures of this wicked world, Thou mayst do with them what seemest best in Thine eyes. They have gone, oh Lord, where the ensnaring beauties of the northland dwell and the cunning jack pot doth allure; they have gone to the home of the boomer and the "flush," to the land of Jud La Moure, but foolish and wicked as the expedition may seem, we ask thee for the sake of their wives and children not to visit Thy wrath upon them too severely. Oh Lord smile Thou upon the prohibition cause and let Thy blessings be with the woman suffrage measure, and save us all at last—junketers and all, if possible."

This may not be a verbatim report of the earnest captain's prayer, but it is as the words are reported to us. The captain wins the palm.—*Bismarck (Dak.) Tribune*.



Regulating One's Weight.

To increase the weight: Eat, to the extent of satisfying a natural appetite, of fat meats, butter, cream, milk, cocoa, chocolate, bread, potatoes, peas, parsnips, carrots, beets; farinaceous foods, as Indian corn, rice, tapioca, sago, corn starch, pastry, custards, oatmeal, sugar, sweet wines, and ale. Avoid acids. Exercise as little as possible; sleep all you can, and don't worry or fret. To reduce the weight: Eat to the extent of satisfying a natural appetite, of lean meat, poultry, game, eggs, milk moderately, green vegetables, turnips, succulent fruits, tea or coffee. Drink lime juice, lemonade, and acid drinks. Avoid fat, butter, cream, sugar, pastry, rice, sago, tapioca, corn starch, potatoes, carrots, beets, parsnips, and sweet wines. Exercise freely.—*Kansas City Med. Index.*

Tomato in Bright's Disease.

When Thomas Jefferson brought the tomato from France to America, thinking that it could be induced to grow bountifully it might make good feed for hogs, he little dreamed of the benefit he was conferring upon posterity. A constant diet of raw tomatoes and skim-milk is said to be a certain cure for Bright's disease. Gen. Schenck, who, when Minister to England, became a victim to that complaint, was restored to health by two years of his regimen. With many persons the tomato has much the same effect upon the liver as a small blue pill, and whether it is as a people we are less bilious than in former years, or that the doctors of the new school practice less severe remedies than did those of the past, it is certain that mercury is prescribed with less frequency than of old.

Shorthand Talking.

A writer in *Chambers' Journal* says that the expressions used by some boys and girls, if written as pronounced, would sound like a foreign language. Specimens are given of what is called "shorthand talking."

"Werejago last night?"
 "Hadder skate."
 "Jerfind the ice hard'n good?"
 "Yes, hard 'nough."
 "Jer goerlone?"
 "No; Bill'n Joe wenterlong."
 "How late jer stay?"
 "Pastate."

Commencing on this, the *Christian Advocate* says: "Such specimens might be multiplied indefinitely. It is enough to make the dear grandmothers and aunts sigh for the days when they were young. It is too often the case that a civil question will bring from a child 'Yep' and 'Naw' as a reply, for these seem to be the nineteenth century substitutes for the quaint 'Yes, ma'am,' or 'No, ma'am,' of our forefathers."

Natural Gas.

People often talk of the advantages of natural gas as a fuel without having an adequate idea of its importance. It is to-day the greatest commercial wonder of the age. No one can ponder over the following figures without being deeply impressed: It is only fifteen years ago, says the editor of *Stoves and Hardware*, published at St. Louis, that natural gas was first used as a fuel, yet to-day there is required to pipe it 27,350 miles of mains. In Pittsburg alone 500 miles supply 42,698 private houses, forty iron mills, thirty-seven glass works, eighty-three foundries and machine shops, and 422 miscellaneous industrial establishments. An idea of its value as fuel can best be obtained when the value of 7,000,000 tons of coal

is estimated, as it is asserted that this amount of coal is annually displaced by natural gas. An idea of the effect a retarded production has in advancing prices can be seen in the shut-down movement in oil production.

Facts in Human Life.

There are 3,064 languages in the world, and its inhabitants profess more than one thousand religions. The number of men is about equal to the number of women. The average of life is about thirty-three years. One quarter die previous to seventeen. To 1,000 persons only one reaches 100 years of life; to every 100 six reach the age of sixty-five, and not more than one in 600 lives to eighty years. There are on the earth 1,000,000,000 inhabitants, of these 33,033,033 die every year; 91,824 every day; 3,739 every hour, sixty every minute, or one every second. The married are longer lived than the single, and above all, those who observe a sober and industrious conduct. Tall men live longer than short ones. Women have more chances of life in their favor previous to fifty years of age than men have, but fewer afterward. The number of marriages is in the proportion of seventy-five to 1,000 individuals. Marriages are more frequent after equinox, that is, during the months of June and December. Those born in the spring are generally of a more robust constitution than others. Births are more frequent by night than by day, also deaths. The number of men capable of bearing arms is calculated at one-fourth of the population.

Electric Street Railways.

In the field of electrical applications reduced to commercial use, the most striking feature of the year is to be found in electric street railway service. Not only has the business grown beyond all expectation in amount, but much improvement has been effected in its electrical and mechanical features. The establishment of an electric road is no longer looked upon as a formidable undertaking, nor is its operation regarded as a curiosity by the public. December 1, a year ago, there were twenty-one electric roads in operation in America; to-day there are fifty-two, while forty-seven are under construction or contracted for. Cheap and poor line construction and ill-adapted mechanical details, found too frequently in much of the early work on railways are being discarded in new words and replaced in old (the old story, but promising to be less prolific in this instance than it has been in other cases.) Much yet remains to be accomplished in electric traction, but the great gains of the closing year, technical and commercial, are abundantly apparent. The rate at which electric motors have been installed for stationary power is scarcely less noticeable than the development of electric traction during the year. About the first of September it was estimated that 6,000 electric motors were driving machinery in the United States. A thousand have probably been added since. It seems reasonable to estimate the number put in operation for the year at so much less than 4,000.

The Word "Damn" Defended.

Mrs. Sarah Austin tells us in her recently published "Memoirs" that she was greatly exercised as to whether she was justified in retaining the word "damn" in the recital of a story of Lord Jeffry and Mr. Sydney Smith. Lord Lytton and others protested, it would seem, against it, and Lady Holland suggested the substitution of the word "hang." Now, why? To "damn" is to condemn; to be "damned" is to be condemned, while to hang is to execute a condemnation, and to be hanged is to die in consequence of a condemnation. What, then, can be the difference whether Lord Jeffry "damned" the North Pole, or whether he expressed a wish that this meteorological point should be hanged?

It is held that to desire that the North Pole, or a chair or a horse or a wife or anything or any one else should be damned, is to swear, whereas to express the desire that a thing or a person should be hanged is not. As a matter of fact, the use of neither of these

expressions involves swearing. They are mere foolish utterances by which the person using them wishes to convey the notion that he is displeased with the thing or the person against which either is leveled. "Damn" may be coarse and vulgar, for verbal coarseness or vulgarity is conventional. I am not quite sure, however that the expression of a wish that the North Pole may be condemned is not a good deal more reasonable than that it should be hanged. Be this, however, as it may, I entirely deny that damning is swearing.—*London Truth.*

A Good Kind of Face to Have.

Memory of Events.—This is shown by a wide full forehead in the center.

Reasoning Power.—A high, long and well defined nose and a broad face exhibits this great faculty.

Moral Courage.—This faculty manifests itself by wide nostrils, short neck and eyes set directly in front.

Language.—This faculty is exhibited in many parts of the face, particularly by a large mouth, and large, full eyes, opened wide.

Self-Esteem.—This faculty shows itself in a long or deep upper lip. Large self-esteem gives one dignity, self-control and perfect independence.

Firmness.—The presence of this faculty, when very large, is indicated by a long, broad chin. Firmness is synonymous with willfulness, perseverance and stability.

Perception of Character.—This is indicated by a long, high nose at the lower end or tip. This faculty is very useful, if not indispensable, to a judge in the exercise of the functions of his office.

Power of Observation.—The situation of this faculty is in the face just above the top of the nose, filling out the forehead to a level with the parts on each side of the nose. It is a faculty which enables one to concentrate the mind upon the subject being discussed.

Conscientiousness.—This is shown in the face by a square jaw, a bony chin, prominent cheek bones and a general squareness of the features of the entire face. To be conscientious means that one has a sense of justice, honesty of purpose, rectitude of character and moral courage.—*Pittsburg Dispatch.*

Tea and Coffee.

Tea is a nerve stimulant, pure and simple, acting like alcohol in this respect, without any value that the latter may possess as a retarder of waste. It has a special influence upon those nerve centers that supply will power, exalting their sensibility beyond normal activity, and may even produce hysterical symptoms, if carried far enough. Its active principle, theine, is an exceedingly powerful drug, chiefly employed by nerve specialists as a pain destroyer, possessing the singular quality of working towards the surface. That is to say, when a dose is administered hypodermically for sciatica, for example, the narcotic influence proceeds outward from the point of injection, instead of inwards towards the centres, as does that of morphia, atropia, &c. Tea is totally devoid of nutritive value, and the habit of drinking it to excess, which so many American women indulge in, particularly in the country, is to be deplored as a cause of our American nervousness.

Coffee, on the contrary, is a nerve food. Like other concentrated foods of its class, it operates as a stimulant also, but upon a different set of nerves from tea. Taken strong in the morning, it often produces dizziness and that peculiar visual symptom of over stimulus that is *muscae volitantes*—dancing flies. But this is an improper way to take it, and rightly used it is, perhaps, the most valuable liquid addition to the morning meal, it should be made as strong as possible at first in a drip bag, and a tablespoonful or two of the liquid added slowly to a large cupful of equal parts of hot milk and cream, in which have been previously dissolved two or three lumps of sugar. Its active principle, coffeine, differs in all physiological respects from theine, while it is chemically very closely allied, and its limited consumption, as compared with tea, makes it impotent for harm.

A POOR BEGINNING.

"Further discussion is useless."

"But, father, our only son surely—"

"Only son, indeed. The more the shame to him, an only son, to whom we have given all. We even favored him above our daughters, taught them from babyhood to fall down and worship this household fetic, this only son, and only shame," and Judge Hayden stood before his wife with a sternness she had never seen before, a determination that made her mother's heart sink.

"Still, father," with a little sob, "our boy has always been so good, and he is so handsome, so bright and so sweet and kind."

"No, no, not another word. Because he was handsome we forget that his soul might be small and mean. He is bright, but who ever found Satan a fool. He is amiable, another name for weakness—." "Not wickedness, Henry. Don't say that," and the aristocratic, silver-haired woman clasped her hands over her face to shut out her husband's anger.

"I hate a coward," came hotly from the Judge's lips, and the proud man grew a shade paler.

Here was a man of nearly fifty, wrestling for the first time in his life with what the world calls disgrace. Both himself and wife were of the best New England stock. For nearly thirty years his record as a lawyer and a gentleman had stood unsullied. His home was almost an ideal one. He had wealth, high social position and a most charming family.

To-day the whole scheme of his life was clouded, his pride was in the dust.

Another plea trembled on Mrs. Hayden's lips when her husband went on slowly.

"Yes I hate a coward, and worse than a coward I

"Father!"

The very sunlight seemed to fade from the room, before the despair that was written on a boyish face.

A handsome fellow, too, tall, slender with an aristocratic look and bearing that bespoke his blood and breeding. A fine, sensitive face, a face that promised more than either weakness or wickedness. Though faultlessly, extravagantly dressed, there was an air of negligence about him that suggested a sleepless night. He was in evening dress and it was now morning.

There was a moment of heart broken silence, then the son spoke. His voice was almost inaudible.

"You were right, but father I could not hear you say that of me, hear you name me like that before my mother. If she must know, I will drink the cup to the last, and tell her myself.

"Mother," turning and speaking with a self-scorn that was terrible. "I will say what father would have said. I am a common criminal, a forger, a creature now only fit for the prison. There don't be frightened, I will not go to prison. I forged his name to pay a debt of honor, or as men like father say, dishonor. He has refused to punish me. He is lenient enough to let me escape on condition that I hide my face from my home, and drop forever the name I have disgraced. He is right, I have been a coward. I have lived, it seems, only to devise some sure way to break your hearts, to shame you, to dishonor you. You gave me money and demanded no accounting, you gave me leisure asking no return. I was not man enough to bear your kindness. I went with a fast set, drank, gambled, contracted debts. I dared not confess until I forgot you, forgot my promised wife and forgot my honor.

* * * * *



"HE IS RIGHT; I HAVE BEEN A COWARD."

hate a dishonest man, yet more than all dishonesty I despise ingratitude."

A shadow which neither the Judge or his wife saw crossed the curtained archway.

"Mother, think of it. This son, this only son, that we have lived in and for, for twenty-two years; this boy we have squandered a fortune on and thought it treasure laid up; this boy who has had every advantage of travel, who has lived in a Christian home, been taught to respect God's law and the name of his ancestors; this man who has been taught what personal honor means, who has won the love of an innocent girl, this son, this boy of ours, this man who was our very heart is—God help me, a common—"

"The boy's passionate confession rang through that room for five long years. The picture of his white, miserable face was forever in the heart of his father and mother.

He disappeared from New York like many another gay young man. Society somehow gleaned the facts and his name was gradually dropped and forgotten.

His parents waited to hear. Long ago they would have forgiven him. The girl who loved him withdrew from society, faded in health, became a patient, lovely half invalid, to whom neither southern warmth nor salt sea winds brought roses or the old gaiety.

* * * * *

The marvellous lights and shadows of a summer sunset in Dakota are filling all space. That wonderful twilight of the rare north country is abroad. The brilliant sun went down an hour ago, and there is not a hint of night in the soft splendor that touches the plains and lingers a dull wine red on the rippling river.

This light is indescribable. The rare atmosphere outlines the bluffs which stretch away for fifty miles to the northward—the rolling bluffs which now resemble the waves of a sea fast locked in a molten, purpling storm. It defines every distant peak. It makes a distinct picture of every object for miles. It floods the level southward—stretching plains with a rosy haze and golden mists that soften into purple shades and grayer tones. There is no horizon line. A luminous mist takes up and joins with an invisible hand the sky and the plains. Space is but a word in wooded countries, where the sky stoops close to the earth and the gray fogs of the marshes lift their ghastly hands to clasp the clouds. Here, space is a reality. The depths of the fine, clear ether are illimitable. The horizon is boundless. The prairies seem to go on forever. They meet the sky as does the ocean, and give that sense of freedom the ocean brings with the added license of the fathomless blue above.

"This is glorious," murmured a girl who galloped over the prairies on the back of a mettlesome little pony. "Glorious," and the fresh face that was touched with trail of the sunset, and the eyes that flashed at the winds caress, looked very unlike the pallid face and hollow eyes that met Col. Downing two months ago at the station in Bismarck.

Ella Langdon was going into a decline, would "die of consumption unless some change of climate would save her." So said the family physician in New York City. Friends consulted hastily. An old time friend, a roving, venturesome fellow, Tom Downing by name, and Della his wife, were written to in Dakota, and so it happened that one June night, in the full glory of the ripening harvest, Ella Langdon was driven out to a big bonanza farm, given a pony to ride, given the freedom of the country and ordered to get well. Two months had wrought a miracle. The hollow cheeks were filling, sad eyes were brightening, that distressing cough had abated, the girl lived in the saddle, breathed air that intoxicated like wine, got an appetite with the exercise and slept from fatigue.

Col. Downing and his wife were delighted, Ella was in love with them, and the country, and threatened never to leave.

She learned the points of the compass, the main roads that led passed over the bluffs, that the various farms and intersected the prairies.

She loved the solitude of the prairies. She would be gone for hours alone. Riding the spirited little pony was now a passion with her.

To-night she speeds on, on, the keen wind flashes into her blood and makes it tingle with delight. The pony like herself, is intoxicated and reckless with the breath of the west wind. On they go, past miles of yellow ripened grain, and miles of swaying corn. On through beds of wild flowers, over stretches of rough prairie grass and rank weeds. On, on over bluffs and through coolies to nowhere, to no purpose, only to ride, to enjoy, to feel once more the hope of renewed life. She has never ridden so far or so wildly before. The dazzling west, the purpling hills, and the keen wind charmed her senses. She had not realized the distance from home.

Now she has turned. Reluctantly she turns from the still bright western tints to the deep shadows on the homeward side. She is weary too. The majestic silence saddens her a little, she slackens the rein, and lets her horse trot along, more slowly still, till they are but creeping. Her mind goes flying homeward, backward to old days, old dreams.

How desolate the great world is. Then she wakes with a sigh and little smile of pain.

She is so weary; how far from home is it now, she wonders; she halts, looks puzzled, anxious, then turns pale. She knows she is lost. No, not lost for there

is a glimmer of wheat. That means a farm. A farm means people and a guide. She follows the track of the wheat. "Do they plant a whole county in wheat?" she thought wearily.

Three hundred acres of wheat is a big field to pass.

Ah, there is the shack; quite a fine one. In two sections, evidently the old and new, the rough and hewn logs. The sign of the beginning and the increase. The milestones of toil and success, of effort and improvement. It had a trim, inviting look and the big madonna-faced Swede who stood in the door had a pleasant if not a friendly face.

She was one of those heavy eyed, heavy footed, pearly complexioned peasants from Sweden that make slow progress in our American language.

"Will you please tell me the way to Col. Downing's," said Ella, drawing rein.

"A dunt noa."

"But I'm lost," persisted the girl. "They must live near here."

"A dunt noa."

"Is there no one here who can tell me? I must return; they will be frightened. Where is your husband? Maybe he can tell?"

"Ha bene wit Meester Ritfale."

"Where are they now?"

"Een wete fiel costen a wete. A go tal em."

Ella dismounted at the woman's clumsy but cordial invitation, and followed her inside. She felt incapable of sitting her pony till "Meester Ritfale" could be summoned from that endless wheat field.

It was roomy inside and exquisitely clean. There were three rooms, one serving as kitchen and dining-room, another presumably that of the Swede and her "man," and this was undoubtedly Meester Ritfale's.

She glanced about, woman fashion, as soon as the tow head and china blue eyes were out of the house. There was a white cot in the corner, a rug on the floor, a roomy desk, and big easy chair. There were books, newspapers and guns, fishing tackle, shooting coats and hunting traps, with some small mechanical devices, probably farming accessories. She tip-toed about, eyeing some Indian traps on the wall and sily picking up a book or two. She wondered what sort of a fellow this Dakota ranchman could be. Now she discovered a banjo. Ah there was "Lucile," an old favorite.

She sighed, turning the pages listlessly. How she used to love that book, when she would sit by the seashore and play with the sand while he would read. "But how foolish," here she mechanically turned back to the fly leaf, and then springing up, gave one wild sob and scream, clutching the book to her bosom like some long lost friend.

On the white leaf was written "From Ella to Percy."

The longest twenty minutes of Ella Langdon's life was now upon her. She is waiting for the return of the master of the house. She will soon know how he came in possession of that book. Where he had known Percy, why her lover had parted with the book, the only thing she had ever given him. Would Percy have given it up to a stranger if he were living.

An hour ago recollection made the world seem lonely, now fear made it horrible.

The room grows close suddenly. She will wait outside. No fear here from the damp night air. It is cool, deliciously cool, but no chill in the air to harm the most delicate.

Ah! they are coming. Three of them, one striding ahead, the other two, the Swede and her "man," stumbling behind.

The leader was a tall, muscular man, who crossed the field with the quick springy step of the gentleman, a dark sunburnt man who paused before Miss Langdon, raising his rough straw hat with the elegance of a courtier.

Then this farmer, looking more closely into the woman's face gave a half groan, his hat fell from his hand, and she, full of the revelation she had made, thinking only of her lover, saw and recognized the man she had feared was dead.

That the bloom of girlhood was gone mattered nothing to the man who loved, that the gay, debonnaire young swell had grown a brown farmer, in a flannel shirt and thick boots mattered nothing to the aristocratic sweetheart.

Propriety flew to the winds. They sobbed like babies in each others arms. They laughed like foolish children. They kissed each others lips as men and women kiss who love.

There was no one to see but the stars that twinkled in the depths of space, and the dull Swede and her "man," and they were no more to the lovers than the big, gentle shepherd dog, or the pony tied to the post.

time enough for these bantams to think of finding a pullet when they have raised money enough to buy a bundle of lath to build a hen-house. But they see a girl who looks cunning, and they are afraid there are not going to be enough to go round, and then they begin to spark real spry, and before they are aware of the sanctity of the marriage relation they are hitched for life, and before they own a cook stove or a bedstead they have got to get up in the night and go after the doctor, so frightened that they run themselves out of breath and abuse the doctor because he does not run, too. And when the doctor gets there there is not linen enough in the house to wrap up the baby.—Peoria Call.



THEY KISSED EACH OTHERS' LIPS AS MEN AND WOMEN KISS WHO LOVE.

The next day's mail bag that was taken on at Bismarck by the east bound express contained two letters and from each is a paragraph quoted:

"Ella says you will forgive me; thank God for that. We will visit you on our wedding trip next month. Then we return to Dakota to live. I hope my five years of honest toil will redeem me in your eyes. I am called a successful man. Percy Redfield has won success in the West, has lived down his disgrace. Percy Hayden could not have done that in New York."

"After harvest is over we are to be married. I'm to be Mrs. Percy Redfield, not Mrs. Hayden. Percy has more than redeemed himself. His farm is magnificent and he has earned it all himself. When our new house is built we will have nothing to ask for. I'm getting well in this wonderful climate and after our visit to you and his parents, can dream of no happier future than being the wife of a Dakota farmer.

FLORENCE HUNTLEY.

A Sensible View of the Marriage Question.

Nine-tenths of the unhappy marriages are the result of green human calves being allowed to run at large in society pastures without any yoke on them. They marry and have children before they do mustaches. They are fathers of twins before they are proprietors of two pairs of pants, and the little girls they marry are old women before they are twenty years old. Occasionally one of these gosling marriages turns out all right, but it is a clear case of luck. If there was a law against young galoots sparking and marrying before they have cut all their teeth we suppose the little cusses would evade it in some way. But there ought to be a sentiment against it. It is

FAMINE AT THE BUTTE.

Call this poor, hey, stranger? I think she goes right to the spot;
Must be your fluid's milk if you call this lick'er hot.
W'y, you ought to wintered here, at the Butte, five year ago—
The winter when 'most ev'rything got covered up with snow,
When there wasn't any trace
Of the trail in any place,
An' famine riz right up among us an' stared us in the face!
No bread? Naw, grub was plenty—the lick'er 'gun to peter out!
The serious case, I reckon, that ever happened 'bout.
We couldn't get no more, an' it kept a-goin' fast;
So they took to 'dulteratin' it, to sorter help it last;
They used mustard and benzene,
Vinegar and gasoline,
An' some of them sneaked in a little ink an' kerosene!
They throwad in a dash of lard ile an' melted camfire gum,
An' touched it up with arnica, an' flavored with bay rum,
An' copperas an' strychnine an' concentrated lye,
Molasses, sulphur, ars'nic, saltpeter an' hair dye,
Rough-on-rats and harness ile,
Hoss lin'ment is ev'ry style,
An' still we faced the bar, an' took pizen with a smile!
They run in condition powder, axel-grease an' Paris green.
An' I reckon every color paint that is very often seen;
Still we moseyed to the bar 'bout thirty times a day,
An' irer'gated all around in the regerlation way,
Till they tried to work some stuff
A little bitt too rough,
An' we told 'em that we reckoned we knowed when we'd got enough!
We was in our reg'lar places callin' fer forty rod,
When we see the feller sneakin' in stuff which looked like kinder odd.
We asted him what it was, but he didn't answer as he oughter,
So we took it, argered some, an' decided it was water!
Then we made a red-hot kick
On this sneakin', ornery trick,
'Cause we 'lowed this was plasterin' it on a little mite too thick.
FRED H. CARRUTE.



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E. V. SMALLEY, - EDITOR AND PUBLISHER.

BUSINESS ANNOUNCEMENT.

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ST. PAUL AND MINNEAPOLIS, MARCH, 1889.

THE RAILWAY PROBLEM IN MINNESOTA.

In the early stages of the settlement of a new region in the West railroads are welcomed by the people with open arms. The attitude of the entire population towards these transportation enterprises is one of extreme friendliness. The land grants made by Congress, in the period when it was the policy of the Government to encourage railway building by subsidies of public lands, are heartily endorsed. State and Territorial legislatures are urged to tax the roads lightly, in view of the great benefits they confer on the community. Everybody recognizes the fact that without railroads there would be in the West to-day no farms, no towns and no people, except a few hunters, trappers and Indians.

After a time a change comes over the popular mind. The roads have been built and their full advantages are being reaped from day to day. The capital embarked in them cannot be withdrawn. Most of the people in a new country are comparatively poor and are engaged in a hard struggle to get a firm footing in their new surroundings. To them the railroad, with its steel tracks and its moving trains filled with goods and passengers, is the only visible symbol of wealth and power. Perhaps the railroad company may be as hard pushed to meet the interest on its bonds as the farmer is to pay his store debts or the money he owes for his reaper, but this the farmer does not understand. The railroad is the one big, imposing fact within his range of vision and it is easy to make him believe that he is oppressed by it. Smart, self-seeking politicians readily get the ear of the plain people and skillfully develop an anti-railroad sentiment. Then comes a period of increased taxation, and of unfriendly acts by legislative bodies tending to decrease earnings and increase burdens and obligations. The railroads find that they are surrounded by a cloud of enemies, from village lawyers, who trump up damage suits, and petit juries that give verdicts without regard to law or equity, to railroad commissioners, who assume the power to fix tariff rates by arbitrary decrees, without any fair consideration of the right of a corporation to earn a moderate return on the capital it has invested.

We are in the midst of this second period in Minnesota to-day. Older States have emerged from it and we shall in time, when public discussion causes the facts concerning the cost of building, equipping and operating railroads to be better understood.

Property invested in railroads has just as good a right to protection from the State as has property invested in farms or factories, and this right will eventually be recognized. The State, through its Legislature or its Railroad Commission, has no more equitable right to fix an invariable rate per mile for freight and passenger business, without regard to the volume of business, or the cost of service, or the amount of capital invested, than it has to fix the prices on the merchant's goods or the farmer's grain. If the customers of a merchant could assemble and name the prices at which he should sell them his goods he would speedily be ruined; yet it is the popular fallacy just now that the people at large, who are the customers of the railroads, have the right, through their representatives in legislative bodies, to fix the prices at which the roads shall carry them and their wares. The merchant, in the case supposed, might escape with his goods to some sane and just community, but the railroads cannot. Their plant of roadbed, tracks and bridges cannot be removed without destroying its value. Their only remedy against the exercise of arbitrary governmental power is to appeal to the common sense and common fairness of the people.

Accurate information concerning the affairs of our Western roads will, if widely disseminated, go a long way towards correcting the mischief done in the public mind by the noisy assertions of ignorant demagogues. Mr. Lincoln once said that you can fool all the people part of the time and part of the people all the time but you cannot fool all the people all the time. The great body of the people will not see injustice done the railroads any more than they will see injustice done to any other kind of property or enterprise. An important contribution to current information concerning our Minnesota roads has just been made in a pamphlet by Harry P. Robinson, editor of the *Northwestern Railroader*, of St. Paul. It is a careful digest of facts and figures showing the value, earnings, profits and present condition of the railroads of Minnesota and the Northwest, and it should be in the hands of every intelligent man who proposes to talk, write or vote upon the railway question. We have space here for only a few of the instructive statistics Mr. Robinson has assembled in this pamphlet. Let us take, first, the matter of capitalization and debt. The average per mile for all the roads in the United States is \$56,611, while the average for Minnesota is only \$39,048. Obviously our Minnesota roads are not excessively capitalized in comparison with those of the rest of the country. Now let us make a comparison as to productiveness as well as to capitalization, and learn what proportion of capital stock receives any dividends. We find that only 35.79 of stock of Minnesota roads earns any dividend, the remaining 64.21 being wholly non-productive. In this respect we are the twenty-first State on the list; that is to say, in twenty States the proportion of productive to non-productive stock is greater than in Minnesota. In California 94.73 per cent. of the stock is productive and in Massachusetts 86.13 per cent. Looking at the gross amount of unproductive railroad stock, the only States or Territories in the country which show a larger amount than Minnesota are New York, Pennsylvania, Ohio, Indiana, Illinois and Missouri.

The amount of capital stock, bonds and debt on all the lines within this State—estimated by the Railroad Commission on a mileage basis—was \$190,323,032. The total amount of dividends and interest paid, therefore, amounted to only 3.06 per cent. on the capital stock and debt. The average rate of returns over the United States was 3.40 per cent. and in England 4.08 per cent.

Let us now proceed to the question of earnings. Taking the average for six years we find that the gross earnings per mile of all the roads in the United States was \$6,986; in Minnesota, \$4,823; net earnings in U. S., \$2,560; in Minnesota, \$2,016. Evidently our railroad tariffs are not producing excessive earnings. Although we are the tenth State in mileage of roads, having 4,871 miles, and being surpassed only by Illinois, Ohio, Kansas, Missouri, Wisconsin,

Pennsylvania, New York, Indiana and Michigan, in the order named, we are only the twenty-seventh in earnings per mile. The comparison may be carried a little further. The average freight per mile moved by all the railroads in the United States for 1887 was 421,923 tons, but in Minnesota it was only 226,347 tons. The average profits or net earnings per capita of population in the country at large was \$5.95, while in Minnesota the figure was only \$2.09.

The condition of our Minnesota roads is not favorable. Their total net earnings decreased during the year ending June 30, 1888, from those of the previous year, \$2,292,652. The State Railroad Commission, giving their aggregate capital stock and debt, and estimating the cost of their road beds, track and equipment, makes out that they are over-capitalized to the amount of \$24,500,376, but even taking the Commission's figures they are only paying 4.18 per cent. in dividends and interest. The fact is, however, that the cost of the roads is understated, no fair account being made of the heavy expenditures that go year by year into the improvement of track, the purchase of new equipment and the acquirement of terminal grounds. It may be further remarked that if there really is \$24,000,000 of watered stock in Minnesota railroads there is also \$50,000,000 of capital stock which in 1887 paid no dividends whatever. Evidently the people of the State are not taxed by the companies to pay dividends on what the Commission thinks is water in the stock.

What is the conclusion of the whole matter? Is it not that the railroads of Minnesota are moderately capitalized; that their earnings are low and that their profits are less than those realized in any other important branch of business?

A REMARKABLE SHOWING.

We have received from George Baxter, Treasurer of the Northern Pacific Railroad Company, the following statement of the gross earnings of that corporation for the month of January last, compared with the earnings for the same month of 1888:

	1888.	1889.	Increase.
Miles—			
Main line and branches,	3,280.06	3,505.81	225.75
Earnings—			
Month of January, 1889, \$703,607 41	\$1,120,146.00	\$416,538.59	

This increase of over fifty per cent. in the gross earnings of the most important road in the Northwest would be remarkable in a time of general railroad prosperity. Such an increase in a time of general depression in railroad business like the present is almost phenomenal and attracts wide attention among financiers and railroad men. Only one other road centering at St. Paul is able to show any increase of receipts—that is the Wisconsin Central, which makes a small gain. All the other lines, including the great systems—the Northwestern, the Milwaukee and the Manitoba—suffered a serious falling of income. When analyzed the Northern Pacific statement shows that the earnings per mile for January, 1888, were \$214.50, and on January, 1889, were \$319.51, a gain of \$104.97 per mile. Increased mileage does not, therefore account for the increase of \$416,538.59 in the gross earnings.

What are the causes lying back of this great activity on a single road, at a time when the business of other roads is far from satisfactory. The principal cause is the heavy movement of new population into Washington Territory. The Northern Pacific has a long haul on the greater part of the passenger and freight traffic connected with this large volume of emigration, most of which starts from points east of St. Paul and goes over nearly 2,000 miles of the company's main line to reach its destination. Another cause is the prosperity of mining in Montana and Idaho, which gives the road a great deal of through business to and from its eastern terminals as well as a large local business. Back of both these special features of development, and accounting for them to a considerable degree, is the intelligent and persistent advertising of the resources of its tributary country which the management of the N. P. has been doing for years past. There is probably no other important road in the country as well advertised as the North-

Pacific. Both the land and passenger departments unite in the work of making widely known the advantages, characteristics, climate, soil, scenery and productions of all the regions lying between Lake Superior and St. Paul on the east and the Pacific Ocean on the west. They are educating the country at large into a pretty fair extent of knowledge of this vast belt of country, which was a few years ago almost wholly unknown in the older parts of the United States, and the road is just beginning to reap the harvest they have been sowing.

Will this heavy business continue, or is it only transitory? This is a question the stockholders in the Northern Pacific are very naturally asking. It will certainly continue. The movement to Washington Territory will be greater this year than last and will probably be greater next year than this. Montana is only at the beginning of its great mineral development and has hardly yet attracted the attention of agricultural settlers. Then there is Dakota, which has millions of fertile prairie acres untouched by the plow and which must in time become as thickly settled as Kansas and Nebraska. And, finally, there is Minnesota, most of which is still a new country, with wide margins for future growth. Evidently the traffic of the Northern Pacific will increase largely and steadily from year to year.

WE don't like to be over-critical, but really the *Pioneer Press* map maker ought to take a course of study in the geography of the Northwest. One of his recent efforts is a map of the northern portions of Minnesota and Dakota, designed especially to boom Wahpeton. Two important lines of railroad are omitted—the Duluth and Manitoba, a line 200 miles long, from Winnipeg Junction to Pembina, and the James River Valley road, which is the only connecting rail link between North and South Dakota. Pembina does not appear on the map at all, although it is older than Chicago or St. Paul, but the little hamlet of St. Vincent, on the opposite bank of the Red River, is down in plain type. La Moure figures as La Moors, and the important town of Oakes, junction of three great railway systems, has been forgotten. Red Lake Falls, Minn., is missing, but the neighboring village of St. Hilaire, which is not half its size, makes a brave show. One might conclude that the map was made in the interest of the Manitoba road, were it not for the fact that the Northern Pacific is given a line from Wahpeton southwest which has no existence either actual or prospective.

WASHINGTON TERRITORY contains 69,994 square miles, of which there is an area of 1,576 square miles of tide water and 1,992 miles of shore line inside the Territory. The Territory contains 44,796,160 acres of land, of which about 20,943,000 acres are yet unsurveyed. It will be seen that there is a vast area of the land of Washington still unsurveyed. It is to be hoped that with the incoming of a new administration of national affairs there will be a new departure in the general treatment of the West by the national government. Instead of stingy appropriations for surveys doled out year by year from an overflowing treasury, there should be an early completion of the survey of all the public lands outside of Alaska, except such rugged mountain districts or desert tracts as are not likely to become available for use for an indefinite period. Settlement in the Territories is constantly embarrassed and retarded by the want of complete surveys. The Government has more money than it knows what to do with. Here is a way to spend some of it wisely.

WE hear favorable accounts of the new town of Julietta, in the Potlatch Country, southeast of Moscow twenty-five miles and about twenty-two miles east of Lewiston. It has a water-power and a fine tributary country for farming and fruit-growing. The region is drained by numerous creeks and timber is close at hand on the mountain slopes.



DAKOTA has a Reform School, with nobody in it to reform. Certain philanthropic people convinced the last Legislature that such an institution was a crying necessity for a great, progressive Territory; so \$30,000 was appropriated for a building at Plankinton and \$12,000 more to maintain the school. The building was completed and a superintendent and other instructors appointed, but according to the report of Gov. Church, no boys have been sent there for them to exercise their reformatory skill upon. This fact speaks well for the morals of the youth of Dakota. The ozone of the prairie air seems to be a sufficient corrective of vicious tendencies.

Two men of exceptional prominence in the far Northwest died last month. Major W. J. McCormick, of Missoula, Montana, journalist, politician and ranchman, was killed by the fall of a building on his ranch at Fort Owen. He was a typical old-timer in Montana—a man of intellect and enterprise, with a big heart and a host of friends. Philip Ritz of Walla Walla, Washington, founder of the town of Ritzville, the county-seat of Adams County, died of paralysis at his home. He was an active man of affairs, largely concerned in the development of Eastern Washington and he brought to bear the resources of a superior mind and a vigorous personality on the problems of settlement and cultivation in a region which he lived to see transformed from a desert into one of the most fruitful farming countries on the globe.

In the course of a discussion of the prohibition question before a committee of the Minnesota Legislature last month, the Rev. S. G. Smith, speaking in favor of high license, made a very sensible remark, when he said: "In my judgment, one of the things most needed now is more severity against the drunkards. We want less of this maudlin sentiment toward the drunkard, and more to make him feel his disgraceful position. I would put him in the chain gang for thirty days and set him to breaking stone." It is not often that preachers take this practical view of the temperance question. Most of them are prohibitionists. Their idea is to concentrate the terrors of the law on the liquor seller and to coddle the drunkard as a poor, innocent victim. Mr. Smith believes in making it socially and legally disgraceful to get drunk. That was the old method in the days of the Washingtonian Society and the Sons of Temperance, but it has become almost obsolete since the agitation for laws to prohibit liquor selling has absorbed the zeal of temperance reformers. Mr. Smith is right. The drunkard should be made to feel his own moral responsibility. Men cannot be reformed by telling them that some other fellow is responsible for their sins.

It is a singular fact that in the competitive civil service examinations for positions in the St. Paul post-office the young men educated in the Catholic schools secure most of the places. A former postmaster, when asked how he explained this, said that he had observed the same thing when he was in charge of the office and that his explanation was the use of the switch. The children in the Catholic schools, he said, are forced to learn their lessons, while those in the public schools only try to learn just what will get them through the examinations next ahead of them. Perhaps a further explanation would be that there are fewer grades in the sectarian schools, not so much super-refined system and a closer ap-

proach of the teacher to the mind of the pupil. It is too often the case in our city schools that a big room full of children are put in charge of a young, inexperienced girl, with no special aptitude for her work, and with perhaps the added drawbacks of a nervous disposition and delicate health. Her first thought is, of course, her salary, and her second is how to put the pupils through the prescribed recitations with as little trouble as possible. She thinks it more important that they should sit still or move when they must move in exact accordance with rule, and recite their lessons automatically, than that they should obtain any real, lasting knowledge from the books they study.

THE *Portland Daily News* died in January after a struggle for existence which lasted six years and absorbed about \$150,000, all of which is a dead loss except the few thousands that may be realized by a sale of machinery and worn type. The *Oregonian* is now the only morning daily in Portland. The *News* went through three or four changes of ownership during its checkered career. Its weakness from the first was that its aim was not to make as good a newspaper as its powerful rival but to rally to its support political and other influences antagonistic to the *Oregonian*. It was not run on sound journalistic principles. The *Oregonian* is a big, enterprising, independent concern, asking favors of no one. It treads on a good many tender corns and hustles rudely many sensitive people, but it is always able and is above all things a first rate newspaper. The *News* was managed too much on the idea that all the people who had at various times felt themselves aggrieved by the *Oregonian's* editorials would drop that journal and take an inferior newspaper. There is room in Portland for two morning papers, but to successfully establish a second paper would require a lot of money as well as decided journalistic ability. It would necessarily lose heavily the first year and considerably the second. Perhaps in three years it could be made to pay expenses if in all that time it should not weaken, but should keep up its general average of news and editorial interest to the level of its rival.

In both England and America there is a general tendency among thoughtful people to question the wisdom of the current methods of public education. The examination system under which pupils are marked from one to 100 and are promoted from grade to grade only when they exceed a certain number of marks in all their studies, is assailed in England by many of the ablest educators and is being abandoned in this country. The St. Paul schools have abandoned it and adopted a better system. Hereafter the judgment of the teacher as to the ability of the pupil to pass into a higher class, founded upon the entire record of the closing term, will be the guide. This means that the system which the schools have been working upon for many years is now seen to be defective. The fact is, there has been more examining than educating in our schools of late years. The system of grading and examining has become so complicated and overgrown that it is falling to the ground of its own weight. In some of our Minnesota towns people are seriously discussing the question of whether the children do not get more real, solid education in the country district schools, where pupils of all ages are assembled, than in the graded schools of cities and large villages. In country schools the young children learn from the recitations and companionship of the older ones, but in the graded schools the effort is to keep those of about the same age together and put them all through precisely the same course of study, with no reference to individual character or ability.

THE University of Idaho has just been located at Moscow by act of the legislature, which appropriates \$15,000 for a site and levies a tax to erect buildings. A better location could not have been made. Moscow is a handsome town in the midst of a peculiarly beautiful and healthful region.

TACOMA.

Rapid Growth of the New Seaport City of the Pacific Northwest.

BY E. V. SMALLEY.

A great deal has been said in former issues of this magazine about Tacoma, and it is a satisfaction to look back now at the predictions we have heretofore made as to the future growth of the place and to note that they have all been literally fulfilled. When Tacoma was a mere straggling village in the woods, with the stumps of huge fir trees still standing in its streets, with a few hundred inhabitants, most of whom were so discouraged that they would have moved away if they had been able to go, THE NORTHWEST predicted its speedy development into an important commercial town. That prediction was verified. When the Northern Pacific began to throw its main line across the Cascade Mountains and to pierce the summit of Stampede Pass with one of the greatest tunnels in the world, THE NORTHWEST said that when Tacoma should become the actual as well as the legal terminus on the tide water of the Pacific of this powerful transcontinental highway it would rapidly develop into a large city, with trade relations reaching inland to the Rocky Mountains and extending by sea to all parts of the world. The process of transformation from the active business center of a limited area of surrounding country, supported by the local trade of neighboring valleys and by lumbering and steamboating, to a commercial and manufacturing city is now going on and is a very interesting one to observe. Tacoma can now claim without exaggeration to have over 20,000 inhabitants. Every arriving train from the East brings a numerous contingent of new people. At least five thousand will be added to the population this year. Within ten years there will be fifty thousand people here, and within twenty there will be a hundred thousand. This is inevitable, now that the transportation lines by rail and water focus at Tacoma. There is no false growth, stimulated by a transitory fever of speculation. Of course there is an eager speculation in lots, as there must of necessity be in a fast-growing town, but this movement is not what is building up the city. The forces which are pushing Tacoma ahead with such a phenomenal impetus are to be found in the fast developing resources of the great Territory of Washington, with its grain fields, its stock ranges, its timber lands, its beds of coal, its mines of iron and of the precious metals, its fisheries, its fruit orchards, its railroads, its navigable rivers, its inland sea and its broad frontage upon the Pacific Ocean. Washington must have a first class seaport city. The favorable situation of Tacoma, near the head of Puget Sound, and the fact that it is the terminus on tide-water of the only important system of railroads in Washington, are the two factors in its new growth. Nothing seems more certain in the future than that Tacoma will be to the North Pacific Coast and the regions back of it what San Francisco is to California and the adjacent Territories.

TACOMA AND WASHINGTON.

To understand Tacoma you must know Washington Territory. This new city, ringed round with forests, sitting on the shores of a long arm of the sea where solemn woods everywhere come down to the water's edge, with a mountain range on the eastern horizon and another on the western horizon, does not readily explain the reason for its existence and growth. Even when you learn that the forest along Puget Sound are curtains that hide fertile valleys, lumbering camps and coal mining villages, the apparent enigma is not solved. You must know that behind that green

mountain wall, with its mighty dominating snow peaks, which lies along your furthest range of vision when you look eastward from the slopes and terraces of Tacoma, is an immense open country of rolling plains and broad valleys where many thousands of people come to find homes and gain a livelihood from the teeming soil. This vast interior region is called on most of the maps the Great Basin of the Columbia, but in Oregon and Washington it is commonly spoken of as the Inland Empire, a term coined, I believe, by Tom Merry, a well-known Portland journalist, to express the extent and resources of the country lying between the Cascade Mountains and the western ranges of the Rockies. The Puget Sound Basin, fully developed, would itself make of Tacoma a small city, but with the Inland Empire annexed by the building of the Northern Pacific railroad across the separating mountain barrier, Tacoma is plainly destined to be a large city.

Washington will make a prosperous, populous and beautiful State. Its area is about as great as that of

climate to draw these multitudes to the Pacific Northwest. Men of all sorts of tastes, trades and business experience find something to suit them in Washington. The farmer finds rich, rolling prairies that produce forty bushels of wheat to the acre. The stockman finds extensive areas of bunch-grass plains and well-grassed foot-hills of mountain ranges, where there is evident profit in raising cattle, horses and sheep. The miner finds a number of productive gold and silver districts. The lumberman is amazed at the size of the firs, spruces and cedars in the forests and at the magnitude of the operations in his special industry. There are coal mines and deposits of iron ore to draw capital and labor. The fisherman finds the bays and rivers teeming with food fishes. The sailor sees with delight the big, square-rigged ships that come sailing up the Sound from the ports of Asia, South America and Europe. The steamboat man discovers opportunities in the increasing trade on the rivers, bays and the Sound. The merchant and the mechanic soon find good openings for their energies in some of the numer-

ous growing towns and cities. And nearly all these new comers, wherever they make their homes and whatever may be their avocations, contribute directly or indirectly to the prosperity of the new commercial and manufacturing city at the head of Puget Sound. Thus as Washington grows Tacoma grows, by the working of the natural laws of trade which build up cities as markets and transportation centers for the tributary country.

CLIMATE OF THE PUGET SOUND BASIN.

Inasmuch as most of the people in and around Tacoma have been attracted thither by the agreeable climate, let us examine a little the meteorology of the Sound country before discussing the business and social features of the new city. The Puget Sound Basin and the region west and southwest of it, fronting on the Pacific Ocean, have a climate not closely paralleled by that of any other part of the United States but resembling greatly that of the South of Ireland, where the full force of the Gulf Stream is felt, with its current of warm air and its heavy precipitation of moisture. The Japan current produces on the North Pacific coast much the same effects as are produced by the Gulf Stream on the western shores of Europe. The winters are foggy and rainy, with very little snow and with occasional clear days when the mountain peaks stand out against the blue sky with the distinctness of white cameos. Spring comes early and the flowers are in bloom in February and March. The summers are cool, the warmth of the days being tempered by the sea breezes and by western winds cooled by blowing across the snow peaks. Summer nights are never too warm for refreshing sleep. The autumns linger far into December with sunny days and occasional showers.

The best recent tables of mean temperature I have seen are those compiled by R. M. Hoskinson, who lives on Bainbridge Island, about thirty-five miles north of Tacoma. His observations go back for a period of ten years and have been made with such care that the Government has accepted them as official. His position about midway of the Sound makes his observations represent the average for the whole Sound Basin as nearly as could be made at any place. The following is his condensed report of his ten years figures:

Average annual temperature.....	52 degrees
" temperature three summer months.....	62 "
" " " winter ".....	41 "
" " " six warmest ".....	59 "
" " " six coldest ".....	45 "
" " of July, warmest month.....	64 "
" " of January, coldest ".....	39 "

The above represents the degrees of temperature above zero.

Highest temperature past ten years.....	94 degrees
Lowest do.....	3 "
Average annual rainfall.....	45 inches
" " fall of snow.....	20 "



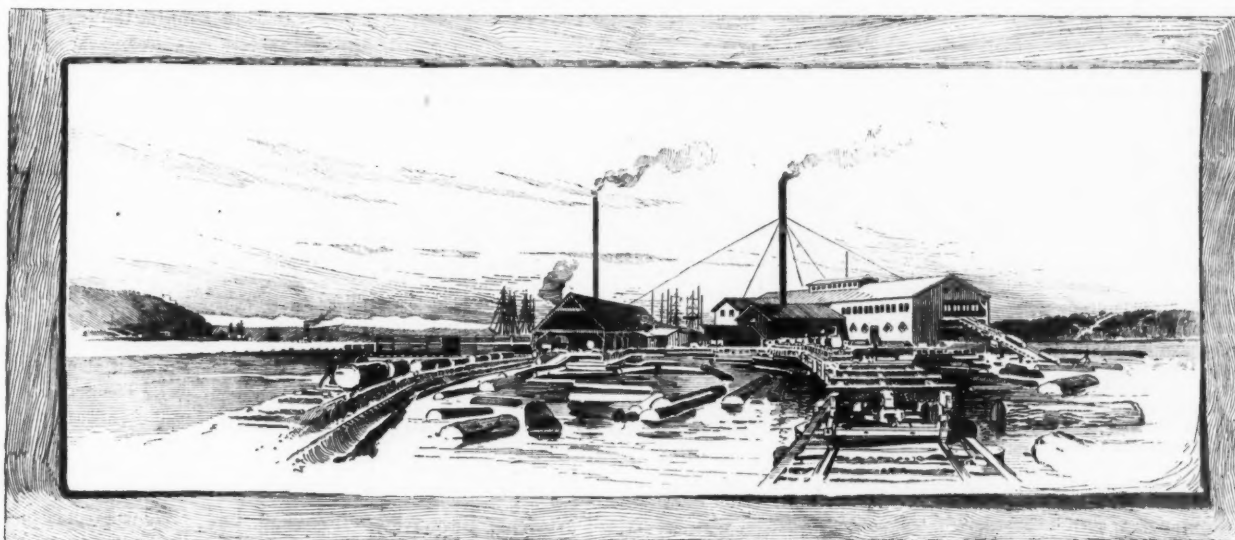
LOADING LUMBER AT THE TACOMA WHARVES.

Ohio and Indiana combined. About one-fourth of this area is agricultural land and nearly all the rest is either good grazing land or is covered with forests valuable for lumber. The present population may be estimated at 225,000. Probably nearly 50,000 are new settlers who came in last year. At least 50,000 more will arrive during 1889. Washington will support two millions of people, when it is as well settled as Iowa or Kansas. It is now the favorite field for immigration. There are good reasons for this extraordinary movement and it is not likely to slacken for several years to come. The great rush to Southern California two and three years ago was a climatic craze of people who wanted to go where winter is unknown and who poured into a desert with only a few narrow strips of irrigable valleys, never stopping to consider how they were all to make a living. The movement to Washington is also to a considerable extent a climatic one, for the short, mild winters are a strong attraction, but there is something besides

The rainfall from year to year varies greatly, therefore it makes a great difference what years are chosen on which an average is based. Thus in 1879 the total rainfall was nearly sixty-five inches, in 1883, 1884, 1886 and 1888 it was only about thirty-four inches. The snow-fall varies still more from year to year. In 1885 it was only two inches. In 1879 and in 1883 it

Place.	Inches.
From Neah Bay to Pychat River.....	80
Port Angelos.....	30
Dunginess.....	20
Port Townsend.....	16
San Juan Island.....	28
North end Whidby Island.....	20
South " " ".....	45
Whatcom.....	28

why is the rain-fall on the Snohomish so much greater than anywhere else on Puget Sound? Whoever answers these questions can analyze and describe the climate of Puget Sound. My answer is this. There are two main ocean winds: The northwest or dry wind, blowing chiefly in summer, and blowing up the Straits of Fuca, the Chehalis and Columbia River; this makes our cool summers; then there is the southwest or west wind, warm and



TACOMA.—MILLS OF THE ST. PAUL & TACOMA LUMBER CO.

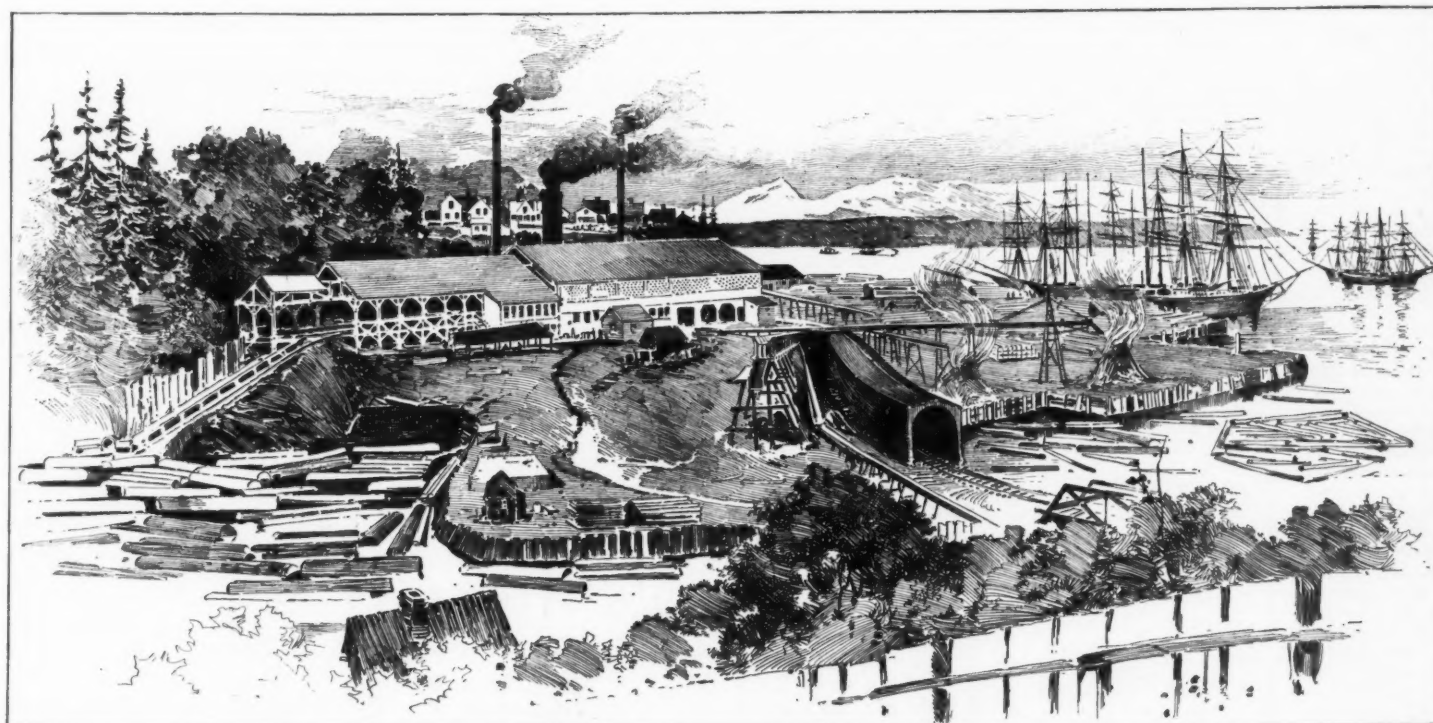
was only about five inches; while in 1880 there fell about eighty inches, the heaviest snow-fall ever known on Puget Sound. As one recedes from salt water the proportion of rain to snow decreases, and the amount of snow increases. In the mountains around Puget Sound, in 1880 snow fell in many places from twelve to twenty feet deep and canyons were filled 150 feet deep with snow almost as solid as ice. Of course this was something extraordinary.

Perhaps a fair average for, say, a term of twenty

Samish.....	30
Swinomish.....	32
Stillaguamish.....	40
Snohomish.....	65
Seattle.....	42
Tacoma.....	40
Stellacoom.....	38
Olympia.....	38
Lewis County.....	30

In an interesting article discussing Mr. Hoskinson's tables, published in a recent number of the *Snohomish Eye*, Mr. E. Morse says:

moist, which blows diagonally across the gaps, made in the series of mountains called the Coast Range, by the Straits of Fuca, and the Chehalis and Columbia Rivers. Nearly all the rain falling in Washington Territory is brought from the ocean in storm clouds by the southwest wind. These clouds float at from one to four thousand feet above sea level. Were there no gaps in the Coast Range from the Straits south to California, but a solid mountain wall over four thousand feet high, the climate of Puget Sound would be like that of Eastern Washington. If the Coast Range was less than 1,000 feet high, the climate of Puget Sound would be nearly like



TACOMA.—LUMBER MILLS OF THE TACOMA MILL CO.

years for Mr. Hoskinson's station would be an average of fifty inches annually of snow and rain together; the snow being calculated and measured on the basis of the number of inches of rain the annual average fall of snow would make if melted.

On the Straits of Juan de Fuca and around the Sound the rainfall is about as follows:

"The rain-fall at Mr. Hoskinson's place is three times as great as at Port Townsend. At Snohomish it is four times as great as at Port Townsend, and from five to six times as great as at Neah Bay as at Port Townsend. Now, what makes all of this difference? The Straits of Fuca are from eleven to twenty miles wide. The ocean wind has full sweep, blowing right up the Straits from Neah Bay to Port Townsend; then why is not the rain-fall at Port Townsend as great as at Neah Bay? And

that of Astoria and Neah Bay. It is the varying height of, with the gaps in the Coast Range, that make the many differences of Puget Sound climate.

"The height of mountains southwest of a given point largely determines the amount of rain-fall. Port Townsend, in the lee of Mount Olympus, has sixteen inches annual rainfall; Port Blakely, in the track of the moist winds of the Chehalis Valley gap through the Coast Range, has fifty inches; Snohomish, in the same line, gets a

double portion, because the southwest wind condenses against the high mountains, then veers around and drops the contents of its storm clouds on the Snohomish as a southeast wind. Thus going up the Straits from Neah Bay, a very wet climate prevails until one passes under the lee of the Coast Range, then a very wet is quickly changed for a very dry climate. While the summer winds reach Puget Sound by blowing up the Straits of Fuca the wet winter winds reach the Sound through the Chehalis gap. A slight variation of the ocean winds makes a great difference with the climate and amount of rain-fall of a given point; some years being nearly twice as great as others. The varying shapes of the river valleys, islands, mountains and headlands, also produce endless local differences. The local differences of temperature, though considerable are not as great as one would expect. Thus on some of the river valleys seventy-five miles from their mouth there may be deep snow on bottom land, long after everything is green near its mouth. The general rule is, the nearer salt water the less snow and ice; while the farther away one is from salt water the warmer are the summers. There are many scarcely explored mountain valleys in the foot-hills of the Cascade Range that have a dry climate, with hot weather in summer, just because southwest of such valleys stands a mountain high enough to intercept the rain clouds. Again the northwest wind is quite raw as it blows off the ocean. At Port Townsend it is still far from mild; but on the east side of Puget Sound nothing can be milder or more balmy than its breath.

"There are really noticeable differences in Puget Sound climate and productions. Where the annual rain-fall exceeds forty inches the largest and best bodies of fir timber are to be found, and the heaviest growth of grass and vegetable products. From thirty to forty inches rain-fall seems best for oats and thirty and under for wheat. Taken as a whole, the vegetable productions are the rankest and the timber the most dense on the Snohomish of any part of Puget Sound. On the other hand, there are several grades of climate, moisture and timber on the Nooksack. Parts resemble east of the mountains, very dry, some like Snohomish, very wet, with extra heavy timber; north and west of Whatcom, much dryer, timber dead, rotten or burnt off. Thus the productions, resources and habits of the people vary with the varying degrees of heat and moisture.

"A few days travel even in mid-summer will take one from salt water, with its even mild climate, up into Alpine mountain heights, amid snow and ice and glaciers, where winter reigns almost all the year. Between these extremes are found many kinds and degrees of climate; yet out of the mountains no great extremes of heat and cold. Enough has been stated to show that the climate of Puget Sound is varied; that it must be studied in detail and that general statements founded on a single point of observation, may lead one widely astray. The climate is remarkably free from trying extremes, and is unlike anything experienced on the Atlantic Coast."

TACOMA'S LEADING INDUSTRIES.

Lumbering.

The lumbering industry was the pioneer industry in Tacoma. Long before Commencement Bay was

let had become a village of four or five hundred people when the adjacent lands were platted for a terminal town for the Northern Pacific Railroad. This mill, owned by the Tacoma Mill Company, still keeps its lead, and its annual output is unsurpassed by any

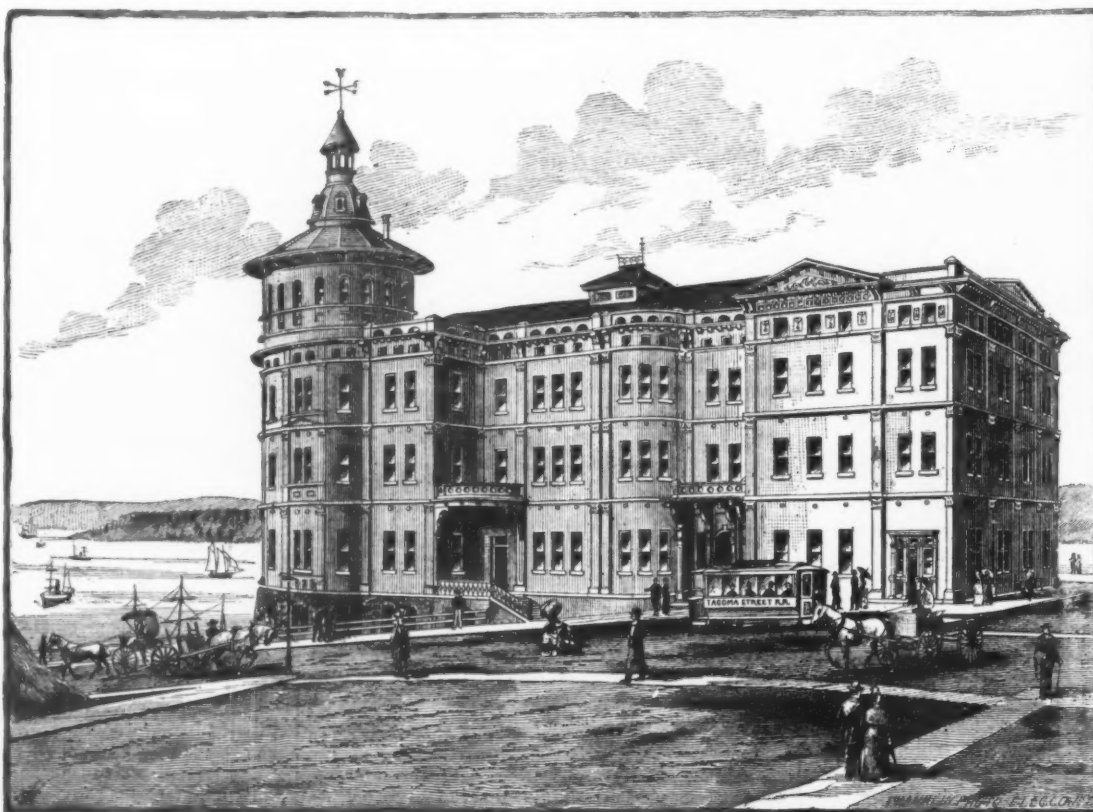
mill on the Sound or indeed, on the whole Pacific Coast. It shipped to foreign and coastwise ports, during the year 1888, eighty-three cargoes, aggregating 58,400,505 feet of lumber, 24,730,000 lath and 571,000 pickets. The new Pacific Mill, at the extreme northwestern end of the city, was built last year and only got to work in the fall. Up to the close of the year it shipped six cargoes, aggregating 4,750,000 feet of lumber. The Gig Harbor Mill, located at Gig Harbor, a short distance from Tacoma, is a Tacoma enterprise, just beginning operations. Its present output is about 100,000 feet per day. The Seatco Mills, at Seatco, on the railroad south of Tacoma, ships much of its lumber from the city wharves. It contributed during 1888 to Tacoma's exports 3,176,000 feet of lumber. The St. Paul and Tacoma Mills, managed by Col. Griggs, long prominent in business and public life in St. Paul, is the most important new lumbering industry on the Sound. Its mills are located on the tide flats just east of the city, facing the bay and connected by rail with the main line of the Northern Pacific. They were built during 1888 and are just beginning operations. The company has acquired large tracts of tim-

ber lands along the western base of the Cascade Mountains and is building a branch railroad from Orting to bring logs to their mills. Shipments will be made both by water and rail and a special effort will be made to open a demand for Puget Sound lumber in the East. The total lumber exports from Tacoma

for the year 1888 amounted to ninety-four cargoes or 73,454,905 feet of lumber, valued at \$873,707.75, as against 63,371,141 feet valued at \$760,453.70, for the year 1887. In looking over the names of the ports to which the lumber-laden vessels leaving Tacoma's wharves during 1888 were destined one is impressed with the world-wide extent of this commerce. The list includes San Francisco, Santa Barbara and San Diego in California, Callao, Buenos Ayres, and Valparaiso, in South America, Sydney, and Melbourne in Australia, and Shanghai and other Chinese ports. Many of the lumber ships fly foreign



TACOMA.—THE NEW MERCHANTS NATIONAL BANK BUILDING.



TACOMA.—THE NORTHERN PACIFIC RAILROAD BUILDING.

flags, but the stately and graceful Maine clipper ship is oftener seen on the waters of Puget Sound than in many of the harbors of great seaport cities on the Atlantic Coast.

The Douglas fir furnishes most of the lumber of the Puget Sound mills. One trunk will saw up as many feet as ten average Minnesota pines. Fir is the universal building lumber of the Pacific Coast and is in large demand in Australia, China, Mexico and South America. It is harder than pine and more durable for framing and bridge timbers but not as good as pine for interior finishing. A good deal of spruce is cut at the mills of Tacoma and some cedar. Along the railroad between Tacoma and the Cascade Mountains are a number of small mills which make a good business of cutting cedar shingles and shipping them East. The trees are of gigantic size. In fact all the timber growths of the Sound region amaze the Eastern lumberman by their magnitude. The lumber industry tributary to the prosperity of Tacoma is capable of almost indefinite extension. Only the best timber tracts most convenient to the waters

of the Sound have thus far been touched. The entire area of Western Washington, between the Cascade Mountains and the Pacific, with the exception of the narrow agricultural valleys along the rivers, is a forest of gigantic trees and constitutes the most extensive and valuable timber tract in the world.

Manufacturing Enterprises.

Tacoma has now over fifty manufacturing concerns. The advantages of the city for such enterprises are apparent at a glance. The coal mines close at hand give cheap fuel; the forests supply yellow and red fir, white and red cedar, spruce, larch, white pine, hemlock, tamarack, ash, oak, alder, maple, cherry, laurel and cottonwood; there are excellent clays for brick, terra cotta and sewer pipe; iron is found on the slopes of the Cascade Mountains; the famous hops of the Puyallup and other valleys and the barley of Eastern Washington furnish the staples of brewing; the Galena silver and other ores of the numerous mining districts in the interior can be most economically smelted here because of the coking coal of the neighboring mines, and the cheap sea transportation for the heavy products. For all the minor industries which a growing country demands, Tacoma offers the advantages of its position as a center of rail and water transportation systems, and the steady supply of labor which only a considerable city can furnish. The growth of manufacturing during the past few years has been as noticeable as that of commerce and general trade. The fifteen concerns of 1884 have increased in number to fifty-two in 1888 and several additional factories have gone into operation since the statistics of the year were compiled. The aggregate of capital invested probably exceeds one million. The list of establishments includes breweries, flouring mills, marble works, cornice works, candy factories, book binderies, a picture frame factory, a broom factory, coffee and spice mills, dye works, a hosiery factory, three foundries and machine shops, stove works, mattress factories, brick, sewer pipe and terra cotta works, a furniture factory, a soap

factory, four cigar factories, the railroad shops, which employ 225 men and the new Ryan smelter, built by a company at the head of which is Dennis Ryan, of St. Paul. The smelter is now about to begin operations. The company is styled the Tacoma Smelting and Milling Co., and its purpose is to treat, reduce and

feet. The main stack is twenty-eight feet square at the base, with walls five and one-half feet thick, which taper to a thickness of eighteen inches at the top. The stack is ninety feet high. The wharf is 150 feet long and will be extended to 750 feet. The smelter's capacity for ore reduction is 200 tons per day. From 250 to 300 men will be employed. A railroad track has been extended to the yards.

Wheat Shipments.

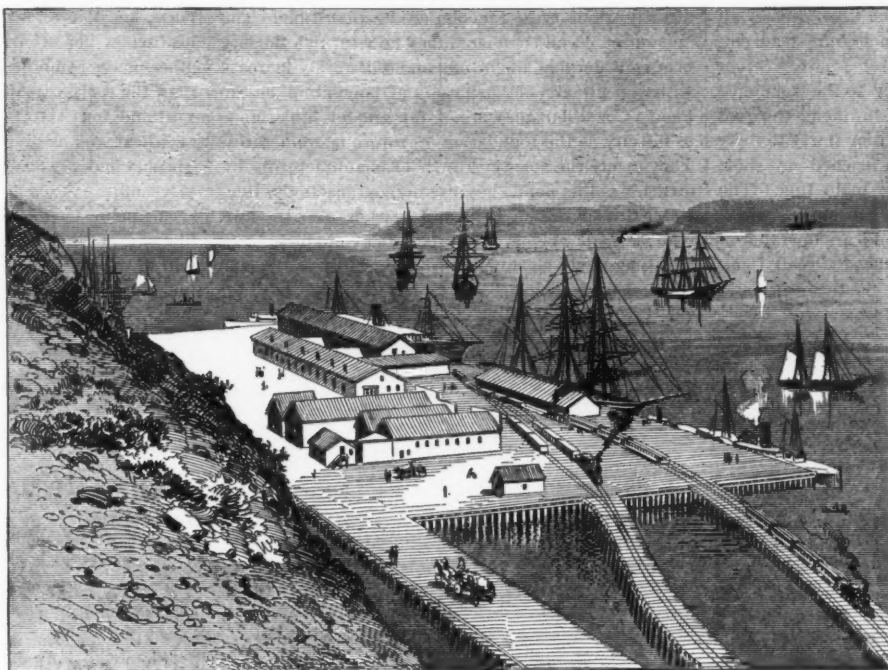
The completion of the Cascade Division of the Northern Pacific Railroad made Tacoma the nearest seaport to a large part of the extensive grain-producing areas of Eastern Washington. Before that line of road was opened all the exports of grain from Eastern Washington as well as from Oregon went to sea from Portland. Tacoma's situation at the head of the Sound, with a broad and unobstructed waterway stretching from her wharves out to the open sea, gave her an evident advantage over Portland for shipping grain as soon as she secured a direct railroad to the wheat fields of the interior. Ships offered to take wheat at Tacoma for European ports for from one dollar

to a dollar and a half less a ton than the rates from Portland, because of the saving in pilotage, towage and harbor charges. Portland has reduced these taxes on her commerce during the past year, but the advantages of the wide, deep Sound over the Columbia River, with its bar and its sand banks, are steadily drawing the wheat trade to the wharves of Tacoma. Some of the Portland grain shipping houses have established branches in Tacoma to profit by the new movement. During 1887 but one ship loaded wheat at Tacoma. During 1888 there were twenty-nine, carrying to foreign ports 1,517,000 cents valued at \$2,127,974.

This is only the beginning of the export trade in wheat at Tacoma. The new route to the sea was only fairly established last year. The facilities for handling and storage were inadequate, the shipping firms had not fully covered the territory naturally tributary to Tacoma and the railroad company was not able to furnish all the cars demanded. Additional warehouses have been built or are in course of construction. The two railroads of the Hunt system will bring a good deal of grain this year from the country south of Snake River which has heretofore shipped all its product by way of the Columbia route. The new roads running into the Big Bend country will greatly increase the crop of that region. It is estimated that from five to six millions of bushels of wheat will be exported from Tacoma during the current year. With the steady settlement of the farming regions of Washington the grain surplus for exportation must increase year by year and this increase will all benefit Tacoma's commerce. No other port on Puget Sound now ships grain or is likely to in the near future. Tacoma's only rival in this trade is Portland, the metropolis of Oregon, which enjoyed a complete monopoly of the business until last year.

Tacoma Coal.

During the year 1888 Tacoma shipped from her coal bunkers 111 cargoes, aggregating 372,529 tons, valued at \$1,426,012. This was an increase of forty-



TACOMA.—THE STEAMBOAT WHARF.

smelt all kinds of ores containing gold or silver. It will draw its raw material from the Cœur d'Alene mines, the Colville mines, the Okanagon mines, the new Chloride mines on Lake Pend d'Oreille the Baker City mines, and in fact from all mining districts in Washington, Oregon and Idaho. Next to lumber making this will be the most important manufacturing enterprise in the city. The main building is



SHIP RECEIVING CARGO OF COAL AT THE TACOMA COAL BUNKERS.

100x118 feet in size; the boiler room, 65x76 feet; the furnace room, 24x52 feet; and the office building, 30x50 feet. There are four Root blowers, two furnaces, 33x48 feet in size; two reverberating furnaces, two boilers, 16x60 feet, and a Corliss engine, 20x48

four cargoes and 59,560 tons over the shipments of 1887. The increase in the movement of coal by sea was limited by the insufficient capacity of the bunkers, which, although more than doubled a few years ago, have been found inadequate to meet the new demands of the trade. New bunkers are now being built by the Northern Pacific Railroad Company, which will be of sufficient length and capacity to permit eight vessels to load at the same time. Nearly all the Tacoma coal goes to San Francisco in steam colliers and sailing vessels.

The coal fields directly tributary to the commerce of Tacoma are chiefly those which lie along the foot hills of the Cascade Mountains, from thirty to forty miles east of the city, and are reached by short branches from the Northern Pacific main line. The most productive are the Carbon Hill mines, which shipped last year 219,386 tons, and are operated in the interest of the Southern Pacific Railroad Company. In the same region are the South Prairie and

small stream tributary to the Yakima River, are the Roslyn Mines, which next to those of Carbon Hill are the most productive in Washington. Their output in 1888 was 173,851 tons, valued at \$521,553. They employ about 700 men and furnish fuel to the towns of Eastern Washington as well as to the railroads.

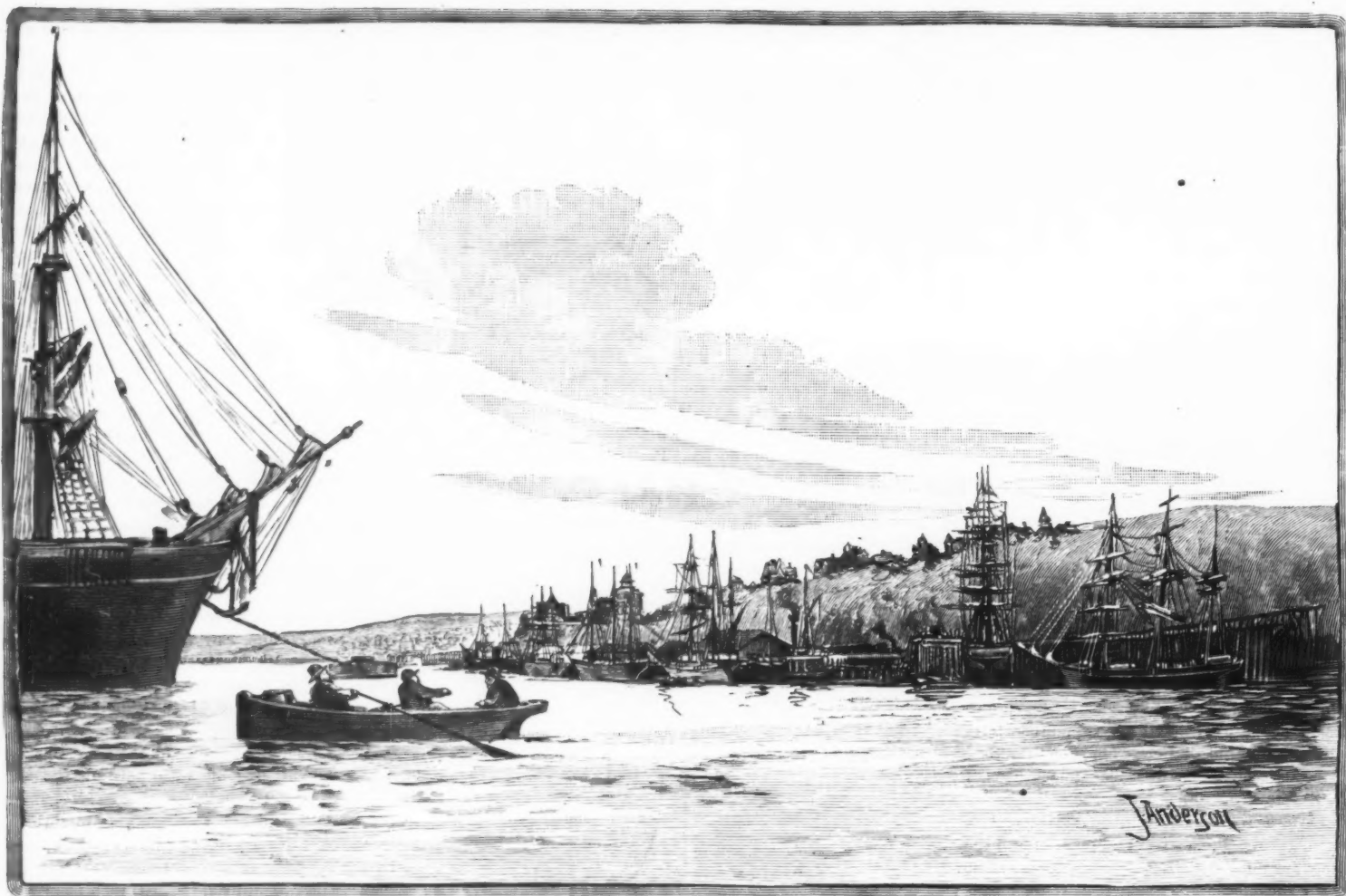
The coal measures west of the Cascades, which are directly tributary to Tacoma, are inexhaustible. The amount of ocean commerce they now furnish the city is of considerable magnitude and will surely increase with the growth of business and population on the Pacific Coast, but they are of far greater importance to the city as the foundation of future manufactures. They insure the steady growth of manufacturing industries at this point, because the coal meets the tide-water transportation here and reaches also the railroad focus, whence manufactured products can advantageously be shipped to all parts of the Pacific Northwest.

east bound shipments of tea by rail are mainly consigned either to St. Paul or Chicago.

Commercial Comparisons.

Comparative statements of the shipping in the harbor of Portland, Seattle and Tacoma, published day by day, show that during the past year there were very few days when Tacoma did not lead her rival ports, and that on many days she had as many ships loading at her wharves as were loading at both the other places combined.

In the early part of the month of February, 1889, Portland and Astoria combined had 179,615 cents of wheat and flour en route to European markets; Tacoma had 285,324 cents, and San Francisco 590,485 cents. Tacoma now ranks next to San Francisco among Pacific Coast ports for grain shipments. She will not only keep this relative position, but she will in time lead San Francisco, for the reason that the grain country tributary to that city is now all



A HARBOR SCENE, TACOMA.

Wilkeson mines, which are steady producers on a comparatively small scale. Much of their product is sold for domestic and manufacturing fuel in the city. The Durham mine, in the new Green River district, was opened last year. Most of its output is sold to the railroad for locomotive fuel, but a number of cargoes will be shipped to San Francisco this year. South of Tacoma on the line of the railroad to Portland is a coal field which appears to be a spur or offshoot of the great Cascade field. It is now being worked successfully at Bucoda, forty-four miles from Tacoma. The output last year was 42,000 tons, much of which was sold to the railroad. Seven cargoes were shipped to San Francisco from the Bucoda field by way of Tacoma. This field undoubtedly extends far to the westward in the direction of the Chehalis Valley, as well as to the eastward to the foothills of the Cascade Range.

East of the Cascade Range and in the valley of a

Tacoma's Tea Trade.

Tacoma is one of the three ports on the Pacific Coast to which tea is brought by direct importation from Asia, the other two being Vancouver, the terminus of the Canadian Pacific Railroad, and San Francisco. The following named vessels arrived at Tacoma from Japan with tea in 1888:

	Pounds.
Ship W. J. Rotch.....	3,149,440
Ship St. Francis.....	3,278,360
Ship Republic.....	2,228,800
Bark George S. Homer.....	1,998,080
Bark Spartan.....	1,242,000

Total.....11,896,680

This tea was shipped by rail eastward by the Northern Pacific. This important line of commerce is of very recent growth. One cargo was received in 1886, two in 1887 and five in 1888. The tea ships load at Tacoma with wheat or lumber for foreign parts. The

under cultivation, whereas that tributary to Tacoma is not yet one-fourth settled and farmed.

During the year 1888, San Francisco and the whole State of California, shipped by sea and rail only 27,656,941 feet of lumber, while during the same period Tacoma shipped by sea alone 73,454,905 feet and this season will ship two or three times as much.

Argument on such statistics as the above is unnecessary. When we called Tacoma the "City of Destiny" two years ago in this magazine, it was with knowledge of the vast resources that would inevitably build it up into a great city, and with a foresight as to the near future based on that knowledge.

A handsome and compact little "folder" describing Washington, with a new and correct map on one side, has just been issued by Chas. S. Fee, General Passenger Agent N. P. R. R. Write to him at St. Paul for a copy if you think of settling in the new State.



TACOMA.—A VIEW ON PACIFIC AVENUE.

TACOMA REAL ESTATE.

A great deal of money has been made in Tacoma real estate and a great deal more will be made in the near future. The rapid changes in the place, first from a village to a large town and then from a large town to an important commercial city has naturally created an active demand for ground for building and has given a favorable field for speculative operations in realty. The following record of real estate transfers during the past seven years furnishes a suggestive index to the movements in this species of property:

1882.....	\$ 573,406
1883.....	1,392,206
1884.....	1,027,911
1885.....	687,356
1886.....	747,371
1887.....	2,078,531
1888.....	8,855,598

In 1883 the Northern Pacific joined its tracks in the Rocky Mountains and opened a through route from the East to Tacoma by way of Portland. The effect was apparent in the transfers of that year and of the year 1884. The two ensuing years gave the town a good growth in population but real estate was quiet. In 1887 the Northern Pacific opened its direct route from Eastern Washington to Tacoma by building its main line across the Cascade Mountains. The effect on real estate was strongly felt that year, but the new influx of business and population gave the market a much greater impetus in 1888 when the transfers were nearly \$9,000,000. The present year will show a still larger total.

There was an average appreciation in values for all kinds of property during 1888 of fully fifty per cent. and some of the most desirable lots advanced 100 per cent. The highest price obtained by actual sale was for two lots on Pacific Avenue, which brought \$1,000 per front foot, wanted for the erection of a large block. Ruling prices for choice lots on this street are now from \$500 to \$800 per foot. On Railroad Avenue, the parallel street on the west of Pacific Avenue twenty-five feet front lots are held at from \$6,000 to \$8,000. A street, the next street east of the main thoroughfare is

beginning to develop as a business street and lots on it are worth from \$10,000 to \$12,000. These are of course the top figures for desirable business sites. The best residence property brings from \$1,000 to \$2,000 per twenty-five foot lots, that being the frontage of all lots in the city. In the north or south ends of the town or out west a little beyond the well-built district good lots can be had at from \$200 to \$500. Numerous additions have been platted in all directions where lots sell at from \$100 to \$200. One element of value in choice residence lots is a good view over the bay or the Sound and of the mighty snow peak of Mount Tacoma. Lots where homes can be

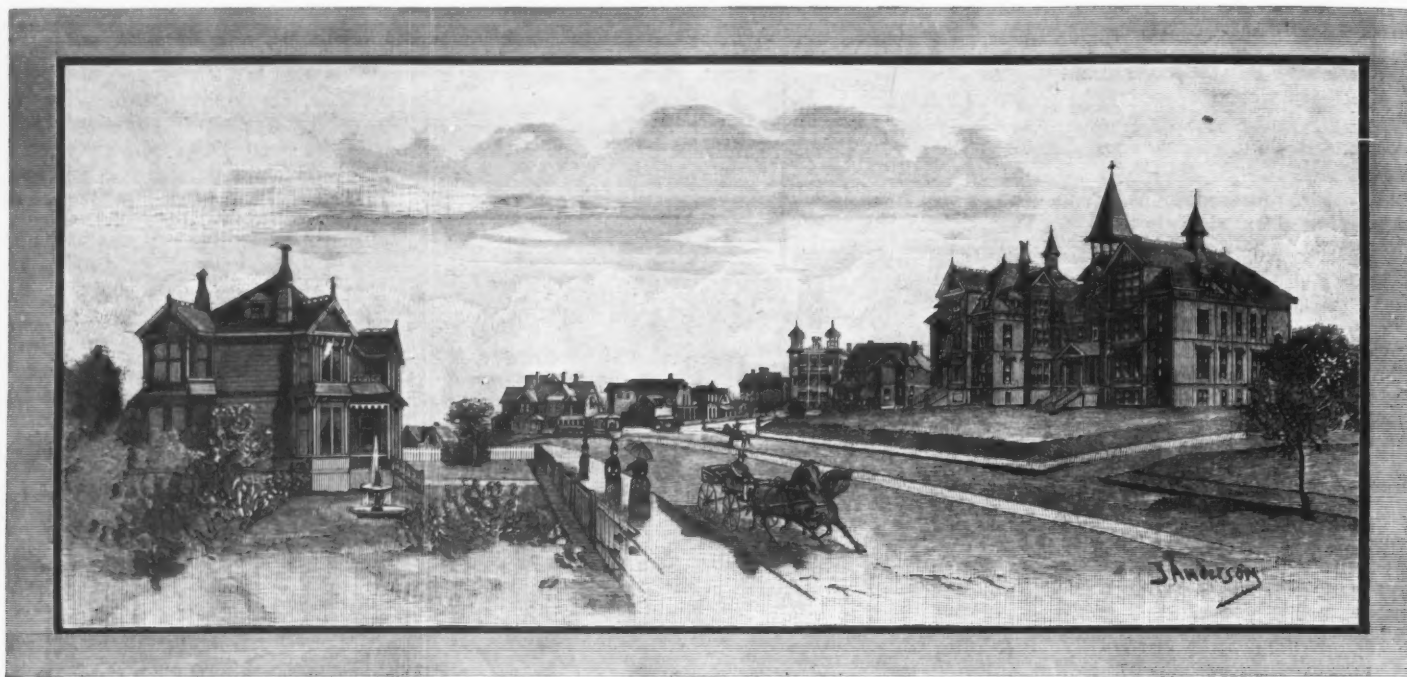
built that will command an unobstructed view of one of the noblest landscapes in the world very properly command an extra price on that account.

TACOMA'S BUILDING RECORD.

During the year 1888 there were erected in Tacoma 1,014 buildings at an aggregate cost of \$2,148,572. The claim can fairly be made that no other city in the United States of the population, on January 1st, 1888, had to that date, erected as many buildings or spent so much money for buildings as Tacoma did during the year 1888. In fact there are few cities



TACOMA.—THE SPRAGUE BLOCK.



TACOMA.—VIEW ON TACOMA AVENUE.

of four or five times Tacoma's population that can exhibit such a remarkable record of growth. A detailed statement of the building operations was compiled in January by the *Daily Ledger* and was as follows:

Description.	No.	Cost.
Frame residence, with improvements and alterations.....	825	\$905,890
Frame business houses and halls.....	101	262,007
Brick business houses.....	35	317,050
Frame manufactories.....	20	429,700
Frame stables.....	12	4,625
Frame churches.....	5	9,000
Hospital five buildings.....	5	10,000
Iron and frame business houses.....	3	6,500
Brick hotels and additions.....	2	75,000
Frame hotels and additions.....	2	12,000
Brick residence.....	1	10,000
Market house.....	1	4,000
Public school house.....	1	6,100
School and seminary.....	1	6,700
Opera house, brick and stone.....	1	75,000
Club house.....	1	15,000
Total.....	1014	\$2,148,572

In the genial climate of Western Washington there is no cessation of building work on account of winter weather. The months of January and February have greatly increased the list of new structures and all indications go to show that the record of 1889 will surpass that of 1888. In the whole three mile stretch of slopes and terraces and plateaux, which comprise the surface of the city proper, from the smelter to the head of Commencement Bay, and in numerous outlying suburbs, the carpenter's saw and hammer and the mason's trowel make music all the day. Large projects in the way of important business blocks are now under way, hundreds

of new dwellings are going up, and new factories are being established. An opera house to cost \$100,000 is being built.

NOTES OF PROGRESS IN TACOMA.

There are now six miles of street railway in operation, and six more will be built this year. A cable road on Ninth and Thirteenth Streets two miles long will be built at once. At present two of the street car lines are run with horses and one with a steam motor, but electric power will be used on all lines except the cable road as soon as the company which owns them all can complete its arrangements to this effect.

A steam motor road about three miles long running from the southern part of the city out to Fern Hill and the Oakes Addition is now under construction. The Oakes Addition is a popular new suburb on high level ground and is fast building up. Most of the lots have already been sold to people who are putting houses on them for their own homes.

The Northern Pacific will spend a million dollars this year for new terminal facilities and car shops at Tacoma. The shops will cost \$500,000 and will equal in size those at Brainerd, Minn. The N. P. has just made an agreement with the Union Pacific by which the latter company is to run its trains from Portland to Tacoma over the former's track.

The great wheat warehouses of the Tacoma Warehouse and Elevator Company, shown in one of our engravings, have a capacity for 1,500,000 bushels. They are built upon an improved plan for handling grain in sacks, with a view of changing to an elevator system as soon as shipping in bulk shall supersede the old method of sacking now universally in vogue on the Pacific Coast. The Northern Pacific run along the bluff higher than the roofs of the warehouses, and the grain is delivered from the cars by shutes into any one of the stories of the buildings. By means of lifts, conveyors and other labor-saving appliances it is transferred to different parts of the storage floors. In loading vessels an entirely new plan is adopted.

Chain conveyors run from the warehouses to the wharf, and carry the grain to shutes which deliver it into the holds of the vessels. Each shute will handle three or four thousand sacks per hour.

The Fannie C. Paddock Memorial Hospital, named in memory of the deceased wife of Bishop Paddock of the Protestant Episcopal Church, is now in course of erection. It will cost \$20,000 and will be fully equipped for the best modern hospital work.

A few of the principal educational buildings are shown among our illustrations. The Annie C. Wright Seminary for girls and the Wash-



TACOMA.—VIEW ON C STREET.



TACOMA.—1. METHODIST UNIVERSITY. 2. WASHINGTON COLLEGE. 3. THE ANNA WRIGHT SEMINARY. 4. CENTRAL SCHOOL.

ington College for boys are Episcopal schools of a high class and were both endowed in a generous manner by Charles B. Wright the Philadelphia capitalist and railroad director, who was formerly President of the Northern Pacific and who from his many good works in Tacoma is often called the father of the city. The public schools are well housed and new buildings are erected every year to keep pace with the rapid growth of population. A Methodist University is to be built at once, the location having been selected and the plans made.

New terminal facilities for the Northern Pacific have become a pressing necessity. A terminal company has been formed to furnish them and a million of dollars will be spent at once on freight and passenger depots, shops, round house yards, wharves, etc.

The Union Club is about to erect a handsome building on C Street. This will be the best club house on the Pacific Coast north of San Francisco and will be the social centre for the leading professional and business men of the young metropolis.

Tacoma's entire city debt only amounts to \$11,000. All the heavy expenses for city improvements have thus far been paid by assessments. This fact speaks well for the prosperity of the place and the public spirit of the citizens.

Pure water is supplied by a conduit from a spring-fed lake. No city in the United States has better water for drinking and the supply is abundant for fire-protection and street-sprinkling.

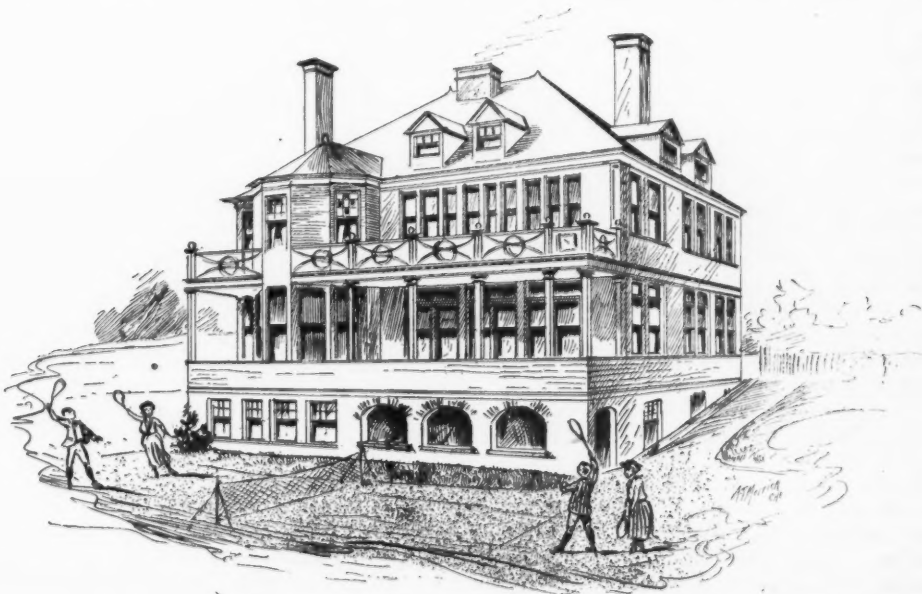
The principal streets will be paved this year. On most of the residence streets the soil is gravelly and no pavement is required. Sidewalks are of thick fir planks.

The leading hotel is The Tacoma, a picturesque structure standing on the brow of a high bluff, with a free sweep of view from its eastern piazza over the bay, and the Puyallup River and over fifty miles of landscape to the Cascade Mountains and the grandest

snow-peak in the world, Mount Tacoma, which has a beauty and majesty surpassing even Mount Blanc, the monarch of the Alps. The hotel is spacious, comfortable and home-like, and may be said to enjoy a national reputation, being known to tourists from all parts of the continent. In its situation it is a unique combination of a first-class city hotel with a mountain view and sea-side resort. From one of its facades you see the tide water of the Pacific that flows up Puget Sound and the magnificent mountain panorama of the Cascade Range, while from the other you look out over the central business district of the new city of Tacoma. W. D. Tyler is the ex-

perienced and hospitable manager of this attractive hotel.

The leading dry good house in Tacoma is that of Gross Brothers. They occupy a large double store on Pacific Avenue, but their trade is fast outgrowing these spacious quarters and they have begun the erection of a new building, 100 by 115 feet on the Ninth, C and Railroad Streets. This structure will be four stories in height on C Street and the rear on Railroad Avenue will be five stories high. The first two floors will be entirely occupied by the store, the main floor being the principal sales-room and the second floor the cloak department. This will be the



TACOMA.—THE UNION CLUB HOUSE.



MOUNT TACOMA.

largest dry goods establishment on the Pacific Coast, not even San Francisco having a concern of the kind occupying as much floor space. Such a palace of trade will be of great benefit to the city by attracting people from all parts of Washington by its great stock of goods and its modern Eastern conveniences for shopping. The methods of the great stores in Chicago, New York and Philadelphia will be followed and new departments added with the advance of the city in population. In the end the entire building will no doubt be needed for the expanding business of the firm. People already begin to speak of the new store as the Wannamaker's of Tacoma. The architects are Williams & Smith.

One of our illustrations shows the rush of purchasers for lots in a new addition in Tacoma and is a sketch from the actual scene.

The Oakes Addition on the line of the Fern Hill Railroad is one of the most attractive suburbs. The tall firs that covered the land are being cleared off, but one of the venerable stumps which presents a very curious natural phenomenon has been preserved by the care of Mr. George Browne, who is largely interested in the addition and in the new railroad. Out of this fir stump, which we have had engraved from a photograph grow saplings of the four chief varieties of forest trees found in the Puget Sound Basin, the fir, the spruce, the cedar and the larch. The veteran stump impartially nourishes them all.

TACOMA BANKS.

Tacoma has four national banks, one strong private bank and two small private banks. The oldest banking institution is the Merchant's National, which began business as a private bank when the city had but a handful of people and when its

business expanded, obtained a national charter. Its capital is \$100,000 and its surplus \$40,000. Its loans and discounts were, at the date of a recent report \$473,472 and its deposits \$600,509. It owns the build-

ing it occupies. The following are its officers: President, Walter J. Thompson; Vice-President, Henry Drum; Cashier, Samuel Collyer; Assistant Cashier, R. J. Davis.

Next in age and the first national bank established in the city, is the Tacoma National, with a capital of \$100,000 and a surplus of over \$60,000. It commenced business in 1883. Its officers are—President, Gen. J. W. Sprague; Vice-President, W. B. Blackwell; Cashier, W. Fraser. The directors are the President and Vice-President, and I. W. Anderson, R. Wingate and G. E. Atkinson. A comparative statement showing the growth of this bank in the past five years is a pretty accurate index of the progress of the city. Taking the item of individual deposits we find they were on the 31st of December in each year, as follows: 1883, \$195,282; 1884, \$202,828; 1885, \$192,799; 1886, \$258,703; 1887, \$426,855; 1888, \$811,092. The remarkable increase in the deposits of 1887 over those of 1886, and in the deposits of 1888 over those of 1887, shows plainly how rapid has been the growth of Tacoma during the past two years.

The Pacific National Bank is less than three years old, and already has a deposit account of over \$500,000. Its capital is \$100,000 and its surplus \$40,000. Its officers are: C. P. Masterson, President; T. B. Wallace, Vice-President and L. R. Manning, Cashier. These gentlemen, with J. P. Stewart and W. D. Tyler are the directors.

The Traders Bank of Tacoma is a new and strong corporation, with a capital of \$100,000. Its officers are: A. N. Fitch, President; H. C. Bostwick, Vice-President; H. L. Achilles, Cashier. The trustees are: H. C. Bostwick, C. G. Higbee, A. M. Stewart, C. W. Griggs, George Browne, H. L. Achilles, Henry Hewitt, Jr., Paul Schulze, A. N. Fitch. In con-



TACOMA.—FOUR VARIETIES OF TREES GROWING FROM AN OLD FIR STUMP ON THE OAKES ADDITION.

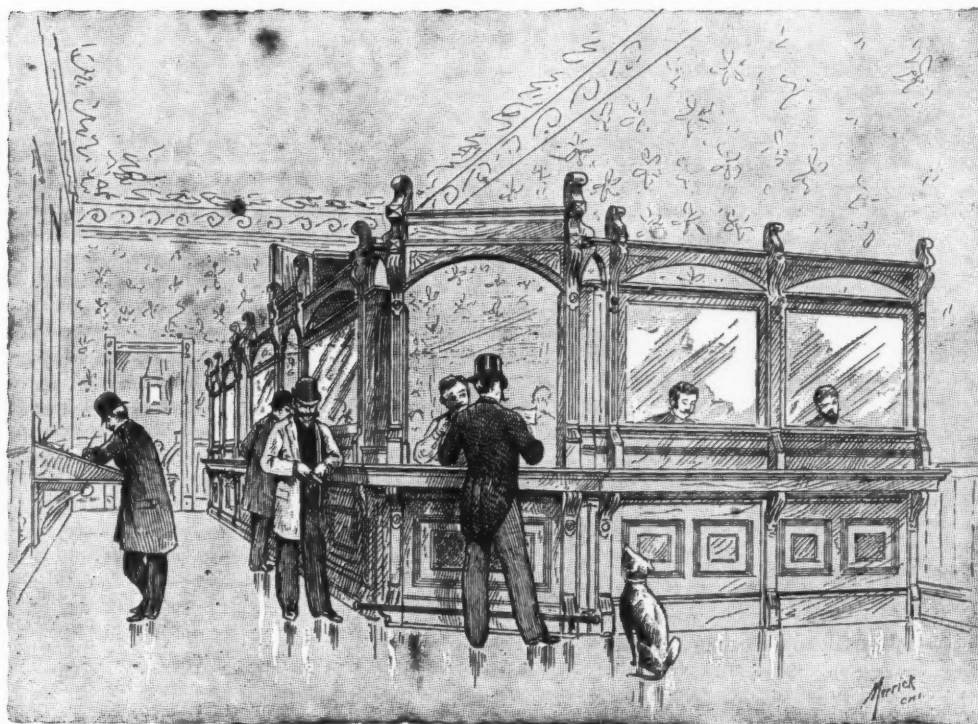
nection with this bank is a safe deposit vault, the only one in the city, with steel boxes of different sizes under the control of those renting them.

The Traders Bank possesses special facilities for the investment of Eastern capital in mortgage securities. No safer investments of this kind can be had in any part of the country, because the rich soil, vast timber and mineral resources, and the mild climate of Western Washington Territory insure a steady and continual increase in real estate values. The Board of Trustees comprises men who are widely known in the East as well as in the West, and who have had large experience in financial and general business affairs. They are absolutely certain of the soundness of such investments, and take such care in making them that the bank stands ready to guarantee any loan thus made. Mortgage loans made by this bank will net the investors from two to four per cent. higher interest per annum, than can be realized in the East.

The National Bank of Commerce is one of



TACOMA.—INTERIOR VIEW IN THE TACOMA NATIONAL BANK.



TACOMA.—INTERIOR VIEW IN THE TRADERS NATIONAL BANK.

the new financial concerns of the city. It has a capital of \$200,000. Its President is J. F. M. Wade.

TACOMA'S WHOLESALE TRADE.

Tacoma is fast becoming an important center of wholesale trade. The point where the railroads terminate on tide water, where the ships bring cargoes from Europe and Asia and whence they sail laden with wheat, wool and lumber is a natural point for jobbing enterprises in merchandize of all kinds. The market and shipping point for the chief products of any region becomes by the operation of the laws of trade the market for the goods and supplies needed by the producers of that region.

Wholesale trade at Tacoma is already well established in the lines of dry goods and groceries and good beginnings have been made in several other lines. The only exclusive dry goods jobbing house on Puget Sound is that of Garretson, Woodruff, Pratt & Co., experienced New York merchants, who loaded a long freight train in New York last December and sent it

through to Tacoma. Their freight bill on this first shipment was \$11,000. They occupy four floors of the new building 1305 and 1307 Pacific Avenue and carry a stock of \$250,000 value. Their great train of dry goods is said by railroad men to have been the most valuable train that ever crossed the continent. The New York Sun described the train at length in its news columns and referred to it in the following editorial:

A WAREHOUSE ON WHEELS.

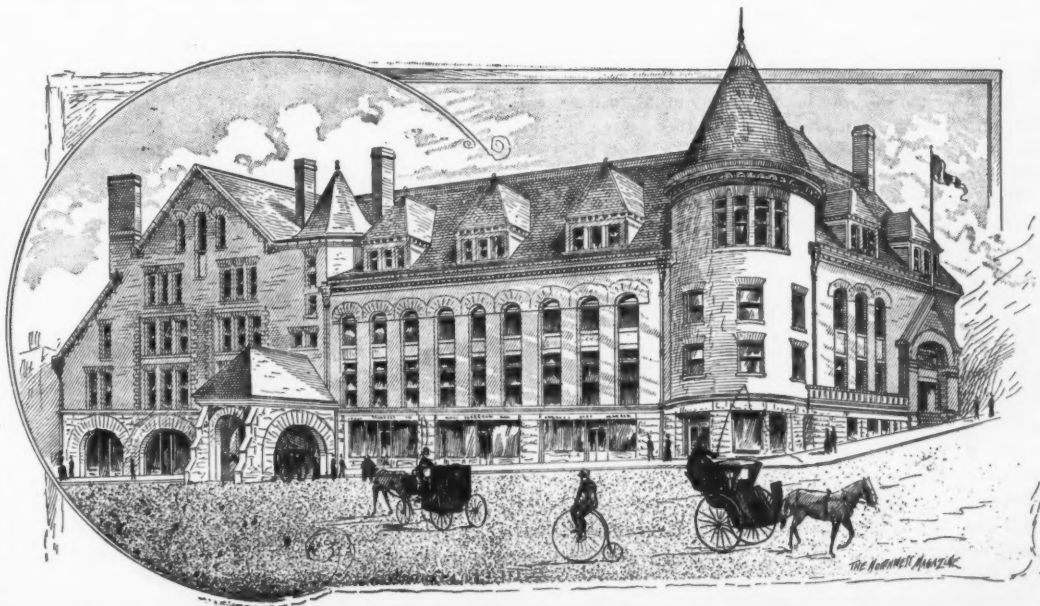
In the "Arabian Nights" the genie thought little of picking up a palace and depositing it a few thousand miles off before daylight. But our modern lamps are more wonderful than those of Aladdin.

To-day a train of twenty freight cars is to start from this city. They are packed with a stock of dry goods, with which a firm is to open a large store in Tacoma, Washington Territory.

The cars are to be hauled across the continent 3,500 miles, over the vast plains and great streams of the West and the Rocky Mountains, and unloaded before the doors of a warehouse in that far distant city. And instantly a great business house is to start into bustling life full-fledged.

The genie did well enough in his day, but the world has outgrown him. We keep him now to amuse children.

Either Ellensburg or North Yakima will be the capital of the new State of Washington. THE NORTHWEST will illustrate Ellensburg in its April issue and North Yakima in May.



TACOMA.—THE NEW OPERA HOUSE.

TACOMA'S FUTURE GROWTH.

It is always interesting in a rapidly growing city to theorize a little as to the direction in which the future development of the place will most probably extend. The residents of such cities usually have their theories based largely upon their special interests. There is nothing like an ownership in a new addition to convince a man that the city must extend in that particular direction. The observing stranger who has no lots on the market hears all the theories and ideas that are pumped into him and then, if he has time to look the place over and see all its bearings he is pretty sure to come to a conclusion of his own which is probably worth more than all of the many conflicting views propounded to him. In the case of Tacoma, surrounded as it is by water on two sides and occupying a peninsula of triangular form only about six miles wide at its base between Commencement Bay and the Narrows of Puget Sound, there is not as much room for theories as to the direction of future growth as there is in towns on the prairies or in any other situation where there are no natural limits to extension. The Tacoma peninsula is occupied at its ex-

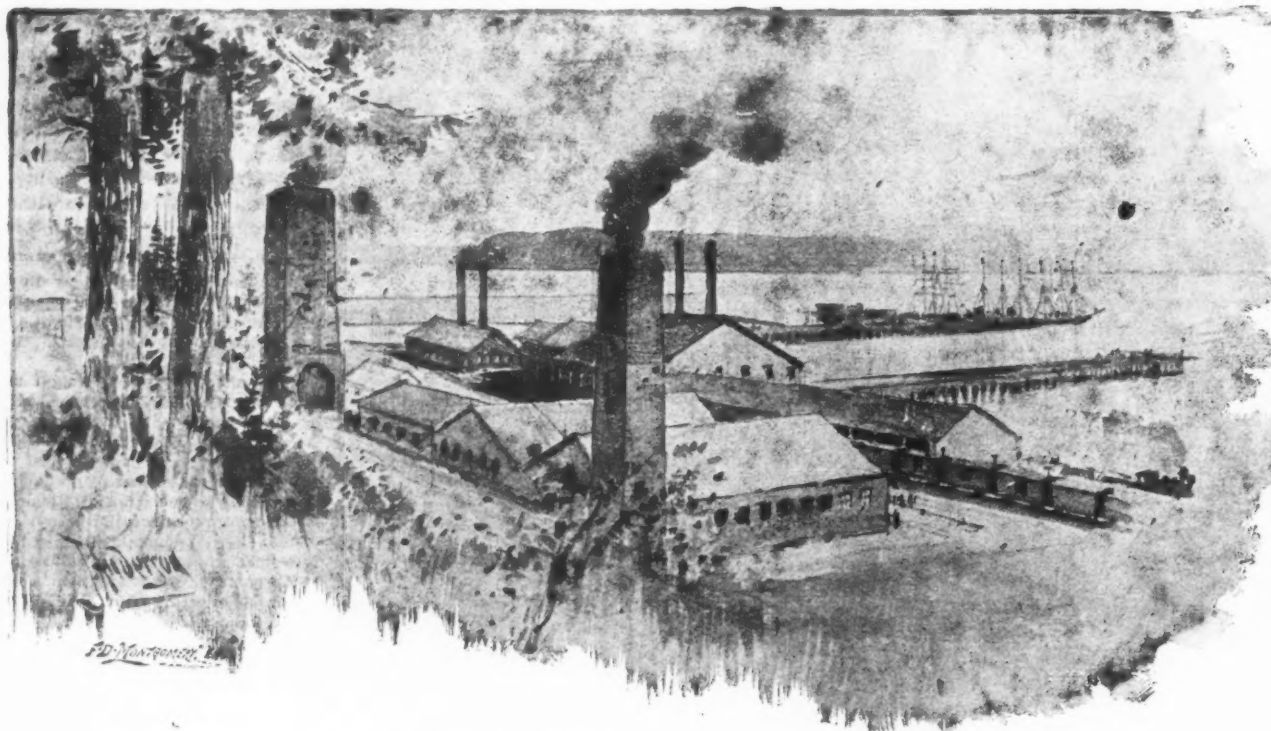
letter S. curving on the north from west to east along the lower end of the peninsula and then following the shores of Commencement Bay and finally winding around the head of the bay, where a new and populous manufacturing district is located. The best residence district occupies the highest ground in the city about equi-distant of its length. The land rises from Commencement Bay in a series of natural terraces to a height of about 300 feet above high tide. The first, second and third terraces will all be utilized in the course of time for business purposes, leaving the upper terrace, which is a high rolling plateau, for an exclusive residence district. It already begins to be plain that the present retail street, Pacific Avenue, will in time change into a wholesale street and that retail trade will go up the hill as far as Tacoma Avenue, which will probably be the great shopping street of the future.

The upper terrace or plateau runs clear across the peninsula to the Narrows of Puget Sound below Steilacoom, and is all good building ground for residences. There are numerous depressions and small valleys but there are no ravines, steep hills or ground so much broken as to make the building of streets

ried out during the present year include a cable road running due west up Eleventh Street and back on Ninth or Thirteenth Streets and an electric railway extending still further west for a distance of about two miles. At the present rate of platting suburban territory in that direction the whole peninsula will be staked off in streets and lots before the expiration of two years. The new-comer in Tacoma who plants himself on the line of this evident western direction of the city's growth, will make no mistake.

WESTERN BAY.

Among the many suburban projects which give ample opportunity for enterprise and speculation in Tacoma, there is one for establishing a residence suburb on Western Bay immediately north of Steilacoom and about eight miles distant from the business centre of the city. Western Bay is a small inlet of Puget Sound containing about fourteen acres of water surface and surrounded by high and picturesque shores. The bay is an outlet of Steilacoom River and Chambers Creek, and near its head there is a waterfall which is capable of improvement so as to furnish 200 horse power for manufacturing purposes. A low



TACOMA.—THE RYAN SMELTER AND PACIFIC MILLS.

reme northern end by a military reservation which the United States government proposes to fortify in case of war, and does not intend in any event to dispose of. The use of this reservation has been given to the city for park purposes, but it absolutely limits the extension of streets and buildings in that direction.

The commercial frontage of the city, beginning at the Ryan Smelter and the Pacific Mills, shown in one of our illustrations, which occupy the water front close up to the military reservation, extends in a southwestern and southern direction for a distance of about five miles, to the head of Commencement Bay.

All of this water frontage will soon be needed for the railway, shipping and manufacturing business of the growing city; indeed it will probably not be sufficient for these purposes, and the tide flats at the mouth of the Puyallup lying directly in front of the business center are already being utilized for manufacturing purposes. The large lumber mills of the St. Paul and Tacoma Mill Company, are located there and many new enterprises requiring both water and railroad shipping facilities are looking in that direction.

The general outline of the present built up portion of Tacoma may be said to resemble in form a reversed

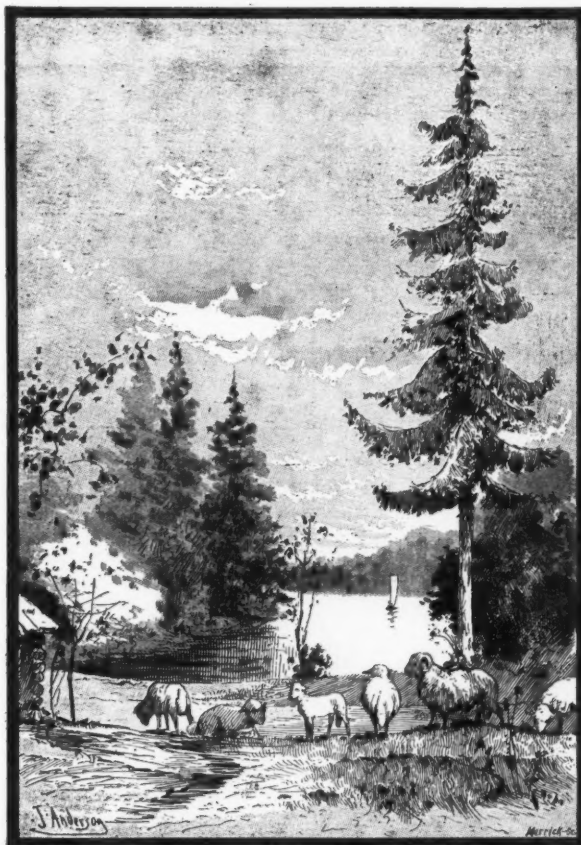
and houses expensive. Drainage and sewerage can be economically constructed and lines of street railway built. By the time Tacoma has 150,000 inhabitants the whole of the peninsula will be required for the homes of its citizens. Nothing is plainer to the observing visitor who studies the situation of the new city than the fact that its main line of growth will be steadily westward from Commencement Bay across this plateau to the waters of the Sound; indeed if we seek Eastern comparisons this line of growth is as inevitable as that of Philadelphia from the Delaware to the Schuylkill, or that of New York northward to Harlem River. There will be populous suburbs south of this main line of growth, reached by convenient modes of local transportation, but they will not perceptibly divert the main body of the city from its steady western march. It is not an extravagant prediction to say that the time will come when beautiful villas will look down upon the green waters of the Sound on the western shore of the Tacoma peninsula, and to say further, that the whole intervening space between that shore and the present limit of streets and buildings will be occupied by residences. Already the plans for passenger railway extension to be car-

peninsula partially closes the mouth of the bay, giving an excellent site for a saw mill. The grounds of the Territorial Insane Asylum at Steilacoom adjoin this tract of land. The place has long been a favorite resort for fishermen from Tacoma on account of the excellent sport on the waters of the bay, where all kinds of fish found in the Sound are taken. The town plat of Western Bay covers 320 acres, surrounding the bay itself and facing upon the Sound on either side. The development of this tract for residence purposes depends upon the opening of a rapid transit line. Such a line is already projected and chartered and will be among the first suburban lines constructed. The especial merits of the locality are the beautiful views across the Sound to Fox Island and McNeill's Island, the vicinity of the old town of Steilacoom, the nearness of the new city of Tacoma, the excellent drives over the gravelly roads of the neighboring prairies, the boating and fishing in the bay, and the general picturesqueness of the entire surrounding country. As soon as the place is made accessible by a suburban railroad it will no doubt become one of the favorite home suburbs of the new metropolis.

LAKE CITY.

The favorite drive for Tacoma people is out through the woods south of the town and across the open, gravelly prairies to the shores of two very pretty lakes which are fed by subterranean springs from the melting snows of the Cascade Mountains, and especially from the great glaciers on the slopes of Mt. Tacoma. These lakes lie about eight miles from the center of the city. The smaller one called Gravelly Lake, is only about one mile in length and is the first seen on the outward drive. The larger one, known as American Lake, has a length of about four miles, and the irregular contour of its shores, with its numerous bays and peninsulas, give it a shore line of fully twenty-five miles. On the northern side of American Lake a suburban village has been platted and named Lake City and a railroad is to be constructed from a convenient and central point in Tacoma out to this new suburb. The drive to Lake City is a pleasant one even in the cloudy weather of winter, for the prairie roads are always hard and dry, and in summer the excursion is perhaps the most agreeable that can be made anywhere in the vicinity of Tacoma. The road winds along the valley for the first three miles through a forest of gigantic firs, in which numerous small saw mills are making havoc, and where busy settlements are fast springing up. It passes the Zoological Garden, a favorite driving resort, and then comes out of the woods into a broad, handsome prairie, diversified in many places by clumps of oaks and evergreen trees, traversed by swift, cold streams and affording at almost every point superb views of the eternal snows of Mt. Tacoma and of the great, gigantic green wall of the Cascade Range, lying along the eastern horizon. On the west the Olympic Mountains are in sight, and on the north a light smoke cloud indicates the presence of the manufacturing industries of the near city. The prairies stretch off to the south ward for nearly twenty miles, broken here and there by narrow strips of forests.

The shores of American Lake rise about twenty feet above the pebbly beaches to a level or slightly rolling plateau, affording admirable sites for building purposes. In the middle of the lake is a small forest-covered island about one-fourth of a mile in length. Many kinds of fish are found in the waters and they are a favorite haunt for ducks and other wild birds. The connection of the lake with the glaciers and snow fields of Mt. Tacoma, by way of an underground channel, is shown by the fact that when the snows begin to melt on the mountain the lake begins to rise, and it continues to rise as the summer advances until it reaches a height fully six feet above that of the low water level in winter. This constant feeding of the lake from the snows of the mountain forty miles distant causes its waters to be always cold, clear and pure. There is a connecting channel between American Lake and Gravelly Lake and an outlet from the former into the waters of Puget Sound not far from Stellacoom. A narrow belt of evergreen forest with here and there a gnarled sturdy oak, extends entirely around the



VIEW NEAR LAKE CITY ON AMERICAN LAKE.



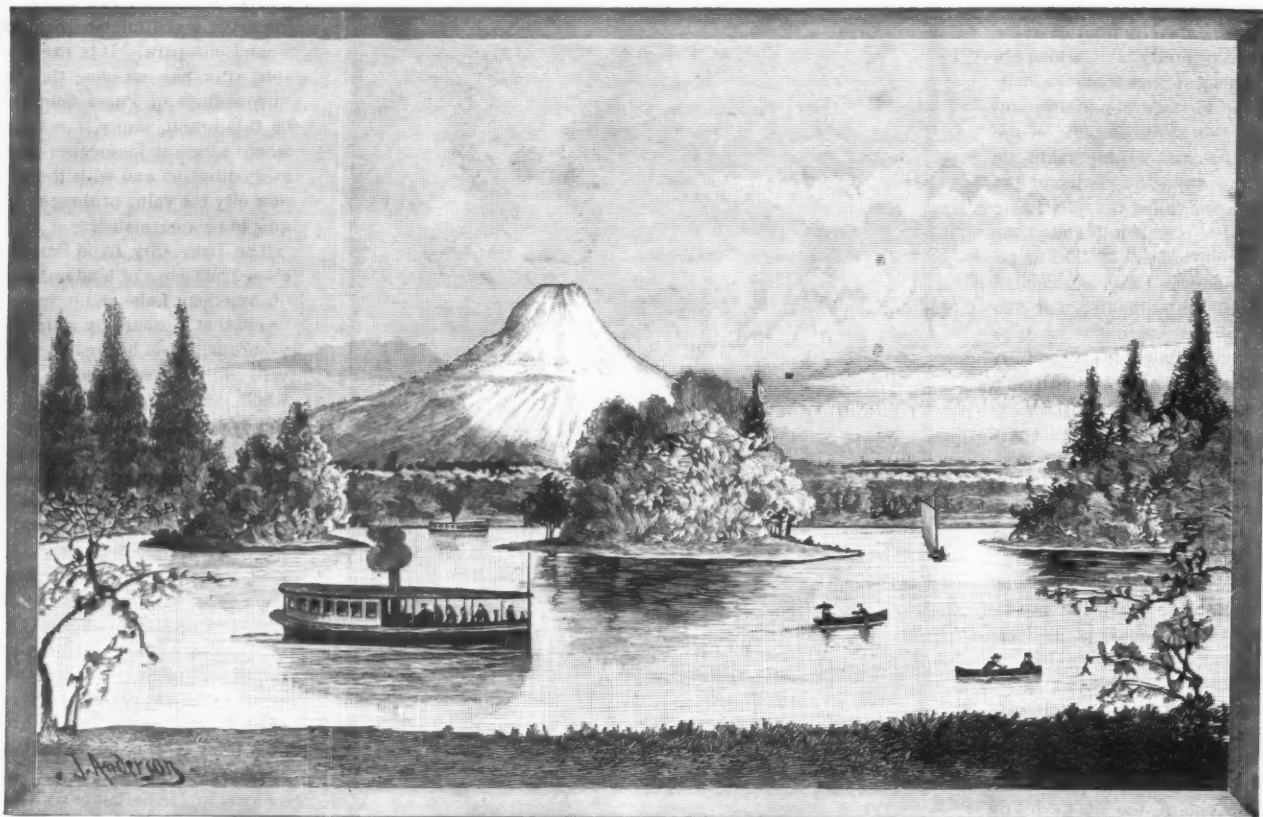
MOONLIGHT SCENE ON AMERICAN LAKE.

shores of the lake. The clumps of timber on the prairie consist of fir, spruce, cedar, larch and oak, and are disposed in little irregular belts and groups, as if arranged by the art of a skillful landscape gardener for a handsome park. It is exceedingly agreeable, after passing some time in the forest surroundings of Puget Sound, to come out on this bright, sunny, open, green prairie where pleasant landscapes stretch away in every direction and with the growth of the new city the value of these open spaces begins to be appreciated.

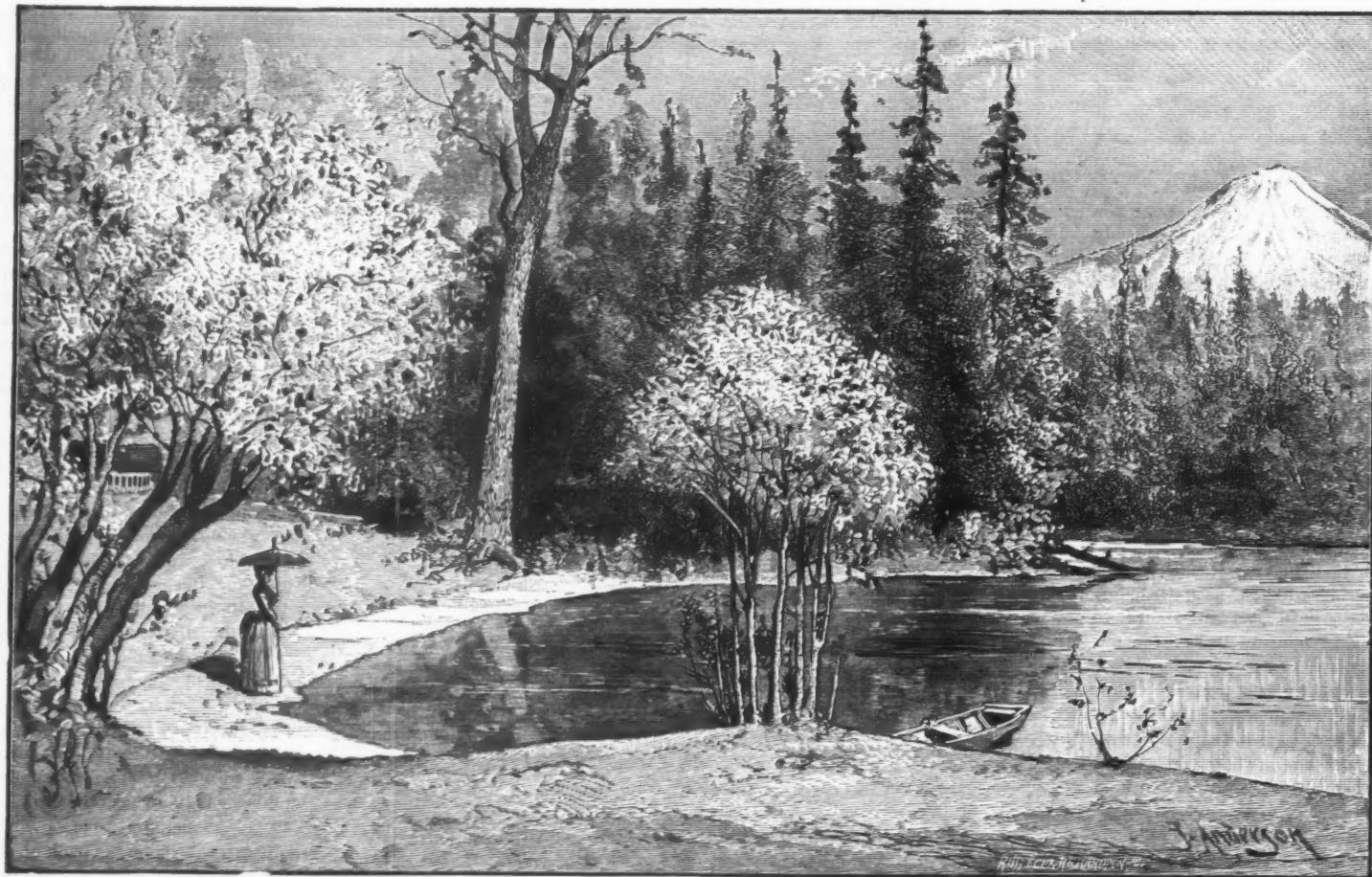
The Lake City Land Company has purchased 320 acres of land on the north shore of American Lake and it is confidently believed that a peculiarly attractive residence suburb will soon be created there. A boulevard will be constructed encircling the whole lake. The character of the gravelly soil is such that there is neither dust nor mud upon the roads at any time of the year. Now all the roads in the timber country around Tacoma are exceedingly dusty in summer and muddy in winter, so that people who own horses and are fond of driving look upon the gravelly prairies close at hand as a great pleasure ground of inestimable value. It is expected that most of those who settle at Lake City will want grounds enough for stables as well as for ornamental lawns and they will be of a class of people who will own horses and will be able to build themselves attractive homes. A railroad will be built by a company acting in harmony with the Lake City Land Co., and will give rapid transit from the business part of the city in only half an

hour. It is hardly necessary to say to people who are at all familiar with the climate of Western Washington that the lake does not freeze in winter. In fact, rural life here has many charms in the winter season which are unknown in the East. The landscapes do not turn to a desolate brown color, the varied shades of the different species of evergreens give them a cheerful look all through the winter, the new grass begins to get green by the middle of February and flowers bloom as late as December, and as early as March. It seldom snows and there are but a few days of the entire winter when it is disagreeable to drive. Our artist has so well set forth in his sketches the beauties of American Lake and its surroundings of prairies and woods as to make further description hardly necessary. The Lake City project, we may add, is being carried out with intelligence and liberality, and with the rapid development of Tacoma into a great solidly built commercial and manufacturing city, the establishment of such a suburban town as this becomes inevitable. American Lake is the only large fresh water lake near the city. Its surroundings are beautiful and all the approaches to it are both comfortable and picturesque. The establishment of a residence suburb on the shore nearest to Tacoma is one of the most sensible and practical of the many real estate enterprises which are now attracting investments and home building near the city.

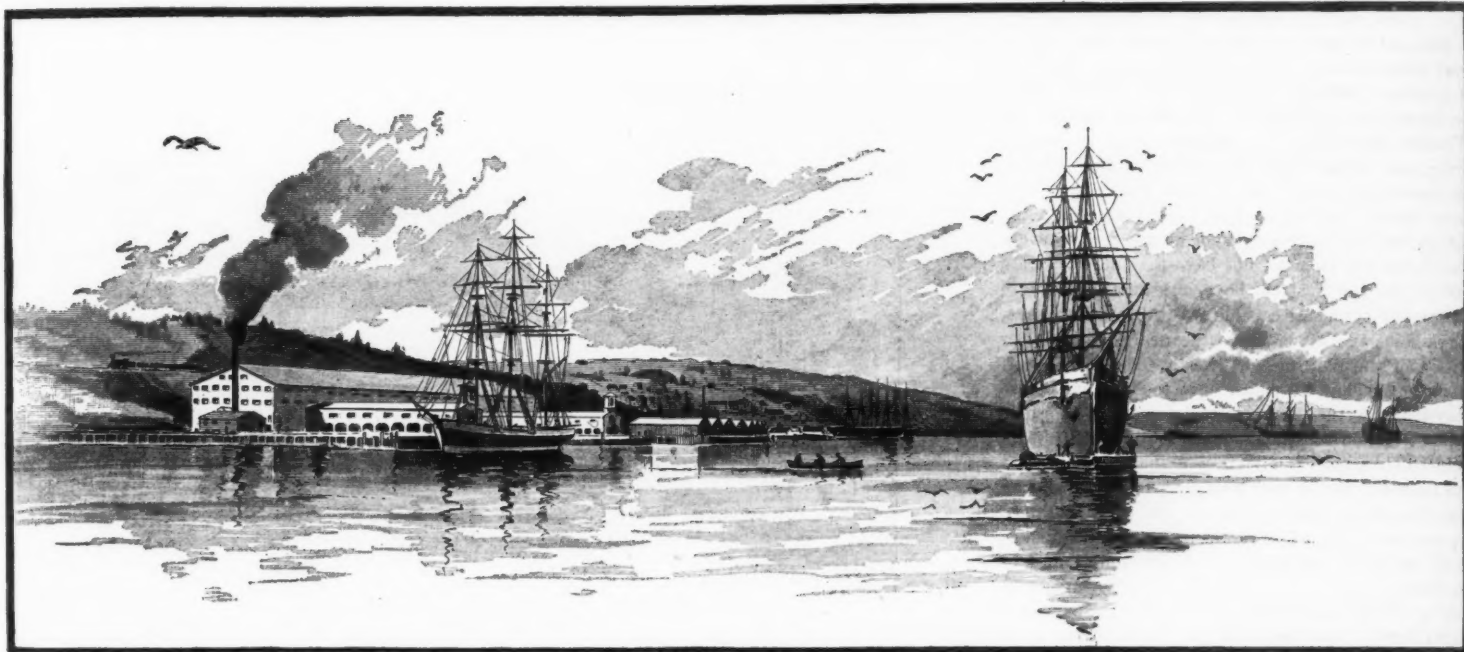
A large, handsome hotel will be built this season on the bank of the lake in a natural grove of oaks and evergreens and drives and walks will be laid out around it. This hotel will



VIEW OF AMERICAN LAKE, NEAR TACOMA.



ON THE BEACH OF AMERICAN LAKE.



TACOMA.—HARBOR SCENE AND WHEAT WAREHOUSES.

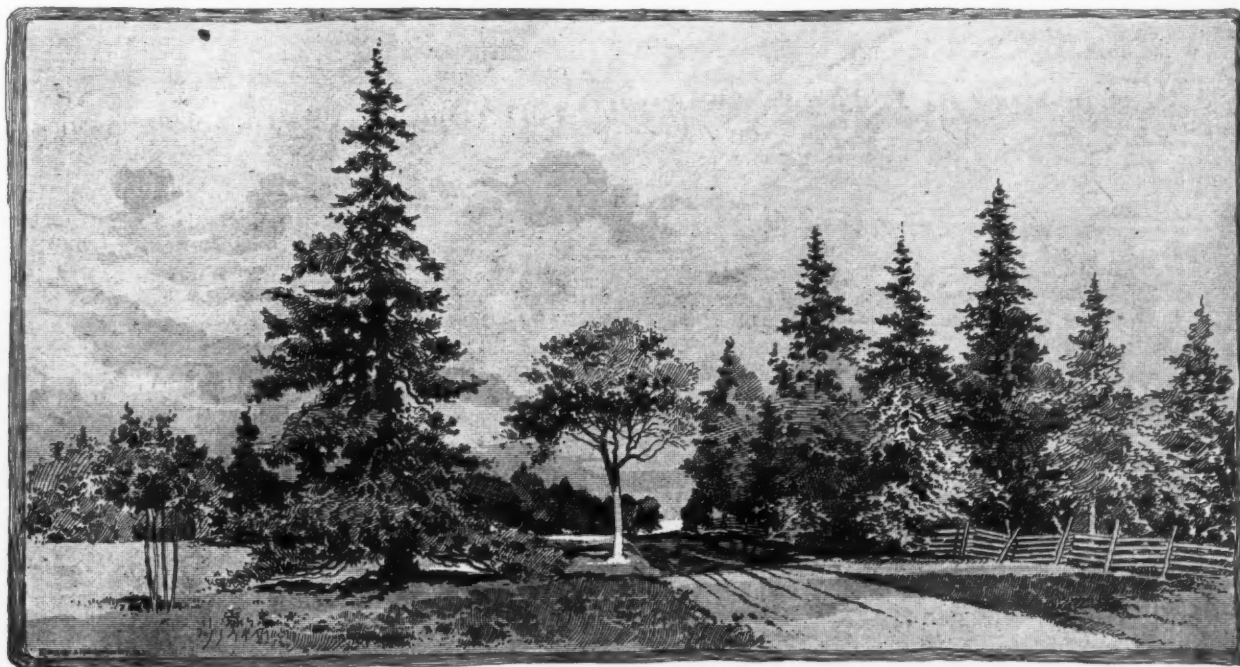
be a favorite summer resort and will be the center of the social life of Lake City. There will be boat houses and wharves and a fleet of sail and rowboats besides a handsome pleasure steamer for excursions and for regular daily tours of the entire lake. The time is not far distant when the entire shore line of American Lake will be dotted with summer cottages and permanent homes.

Gravelly Lake, less than a mile from American Lake and connected with the latter by a small stream, was early appreciated as a summer resort. Years

pitality, and the beauty of the lake and of its park-like surroundings. He has sold his lakeside property and with the great improvements now to take place around the larger neighboring lake, Gravelly Lake will soon come within the range of Tacoma's enterprise in laying out suburban residence villages. It is an attractive adjunct to the more extensive and more picturesque body of water.

From whatever point you look eastward, while standing on the shores of American Lake or while rowing or sailing on its deep, cold waters, the mag-

the prairies than when seen with the dark fir forests of the Sound for a foreground. It is as if Mont Blanc were by some magic set down in one of the rural counties of England. There is no mountain in the world that equals Tacoma. Travelers tell us that Mount Fusiamo, in Japan, approaches it most nearly in the two elements of sublimity and beauty. Certain it is that not even in the Swiss Alps can we find any close comparison to this monarch of the Pacific Coast. The great peaks of the Alps, Mont Blanc, Mont Rosa, the Matterhorn and the Jungfrau rise from



A PRAIRIE DRIVE, NEAR AMERICAN LAKE.

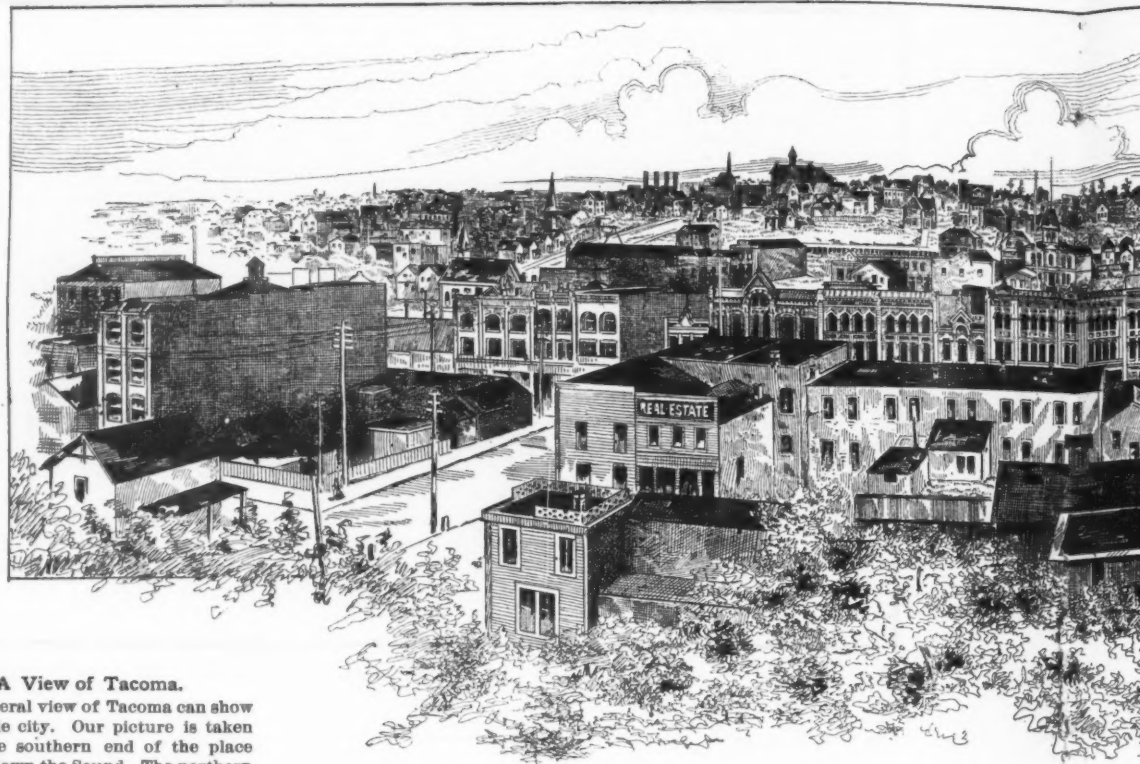
ago, when Tacoma was little more than a saw-mill village, Capt. Ainsworth, the banker and ship-owner of Portland and San Francisco, purchased much of the land on its shores and built a number of small cottages where he used to entertain his friends in an informal way, with social intercourse and boating, shooting and fishing. Many tourists who visited the Sound in that early period of the development of the country, remember with pleasure the Captain's hos-

nificent snow peak of Mount Tacoma appears to be your near neighbor, so sharply defined against the blue sky are its summits and its glistening glaciers. It is in reality more than fifty miles distant as the crow flies, but this distance can hardly be realized, so enormous is its bulk and so pure is the atmosphere. Its grandeur and beauty are even more strongly emphasized when contrasted with the placid lake, the groves on its shores and the pastoral landscapes of

high valleys which lie on the backbone of the continent of Europe, but Tacoma rears its brilliant pyramid of snow into the heavens from the sea level and has therefore an apparent altitude much greater than that of any of the Alps. The views of this glorious eternal snow-peak must be accounted among the features that give an especial charm to the site of Lake City though they do not figure in the schedule of the prices of lots.

MARRIAGEABLE EASTERN WOMEN.

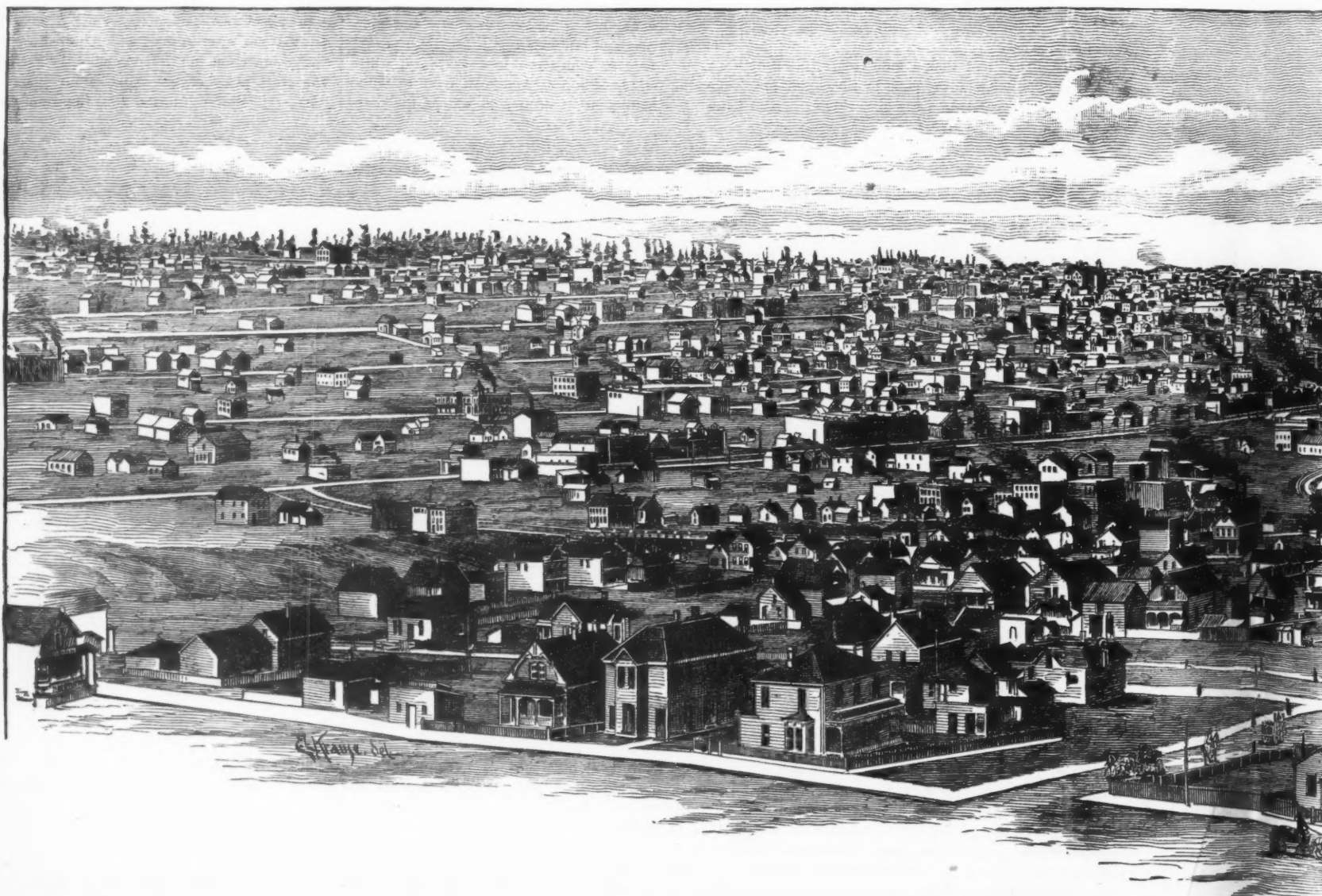
Many of the women of New England towns believe that marriage is a success and would gladly take their chances of a failure if they could find anyone to experiment on. Thousands of beautiful maidens in Western New York are withering into old maids every year, while in the West bachelor clubs are not an uncommon thing. Here many young men who earn money enough to handsomely support a big family find themselves in debt at the end of every month because they do not have the influence of a home. In the East the boys, as soon as they attain their majority and are capable of earning men's wages, leave home and either go to the nearest big city or strike for the West or Northwest. The girls are left alone in the slow old village or on the farm and before they know it they have settled down to a lonesome cup of tea and the monotonous routine of a disappointed old maid. There is a grand chance all over the East for young men who wish to experiment on the question of "Is Marriage a Failure." Western women are independent on the question. They have their choice in selecting a husband—and a host of good-looking men to select from, too. A man may suit a woman well enough here, with perhaps one slight fault. That settles him. She will take some one who is perfect—at least according to her notion. Western unmarried women all have ideal husbands. Most of them want a tall, broad shouldered, handsome fellow with an annual income that means plenty of silk dresses and an occasional seal skin sacque. If his moustache should happen to be the color of a Philadelphia brick or his teeth lack the pearly white-



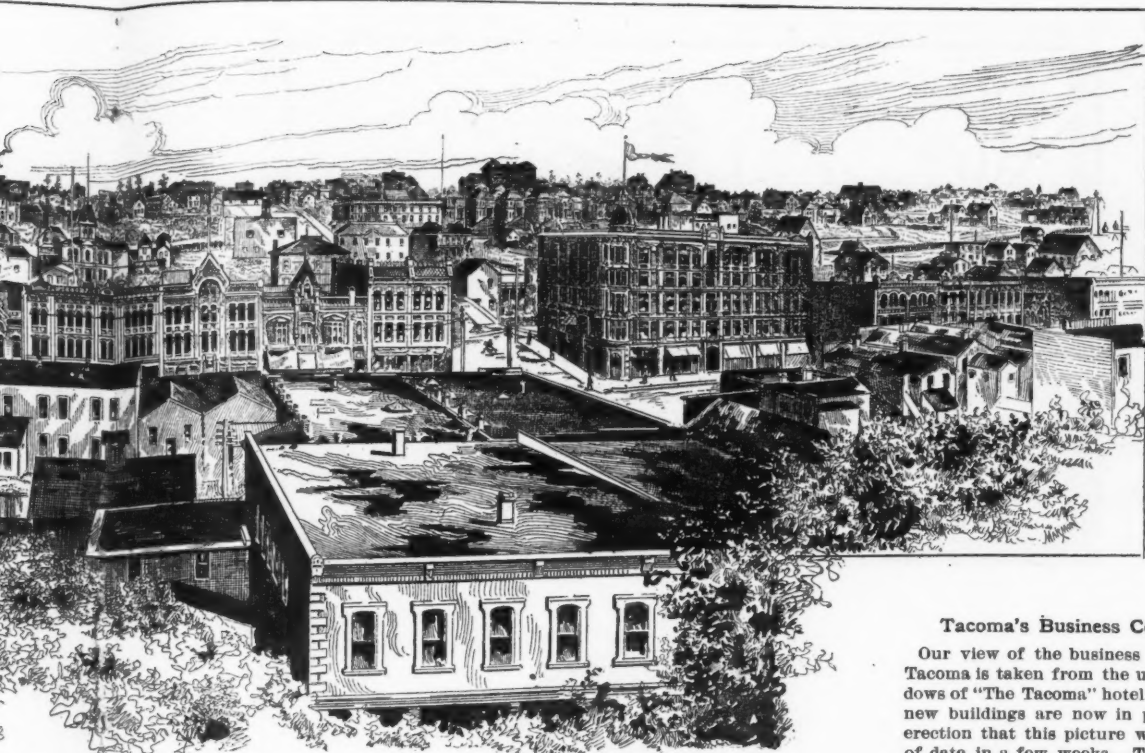
A View of Tacoma.

No general view of Tacoma can show the whole city. Our picture is taken from the southern end of the place looking down the Sound. The northern end, where most of the shipping lies, is out of sight around the high point.

A VIEW IN THE BUSINESS CENTER



GENERAL VIEW OF TACOMA, WA



THE BUSINESS CENTER OF TACOMA.

Tacoma's Business Center.

Our view of the business center of Tacoma is taken from the upper windows of "The Tacoma" hotel. So many new buildings are now in process of erection that this picture will be out of date in a few weeks. The city is growing so fast that its physiognomy changes every month or two.

ness that is necessary to meet her ideal husband, he can take his silks and seals and keep his membership in the bachelor's club. On the other hand a western man who has an income necessary to provide a comfortable home need waste no money in fine clothes or in "primping" himself to catch a handsome and wealthy eastern lady. The eastern girls are in hard luck. Ditto the western men. What is necessary is a better acquaintance between the two.—*Ashland (Wis.) News.*

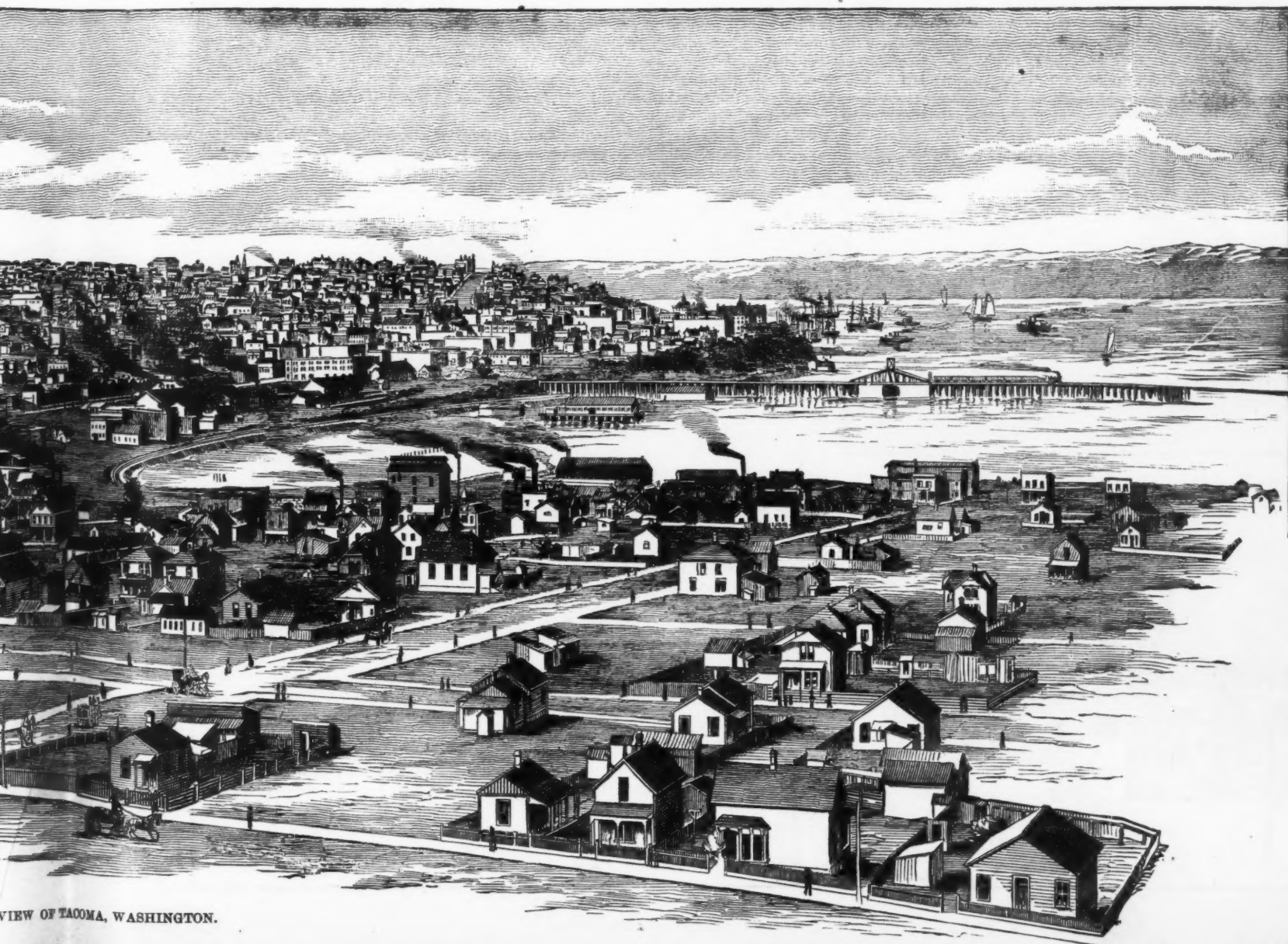
REQUISITES FOR LONG LIFE.

Dr. Humphrey, of Great Britain, gives his premises for longevity as follows:

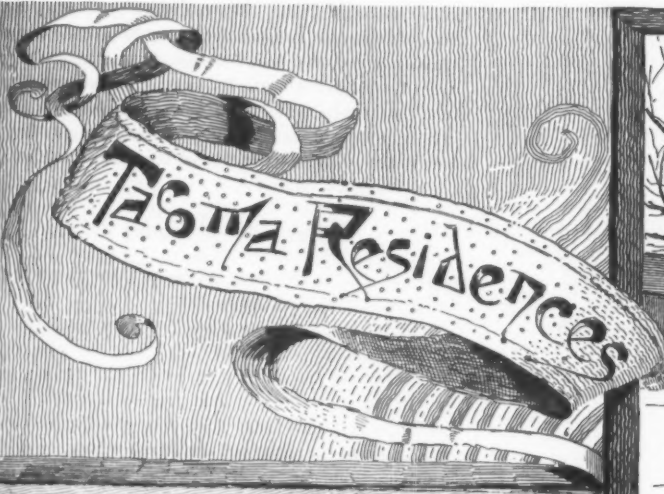
"First—The prime requisite is a faculty of age inherited in the blood. The body must be wound up and sent into the world with the initial force necessary to carry on the living process through a long period; that the several organs be so adjusted to one another as to form a well balanced whole, and that the functions be so harmoniously performed that there will be no cognizance of imperfection or ailment.

"Second—The body must be well developed, capable of much endurance and of quick and complete restoration from fatigue, the nervous system energetic, and the intellectual powers correspondingly developed.□

"Third—Owing to the inherent good quality of the nutritive processes, degenerate change will be slow to manifest itself, if to the foregoing be added ordinary opportunities of living well, under sanitary conditions, together with temperance in meat eating and alcoholic beverages."



VIEW OF TACOMA, WASHINGTON.



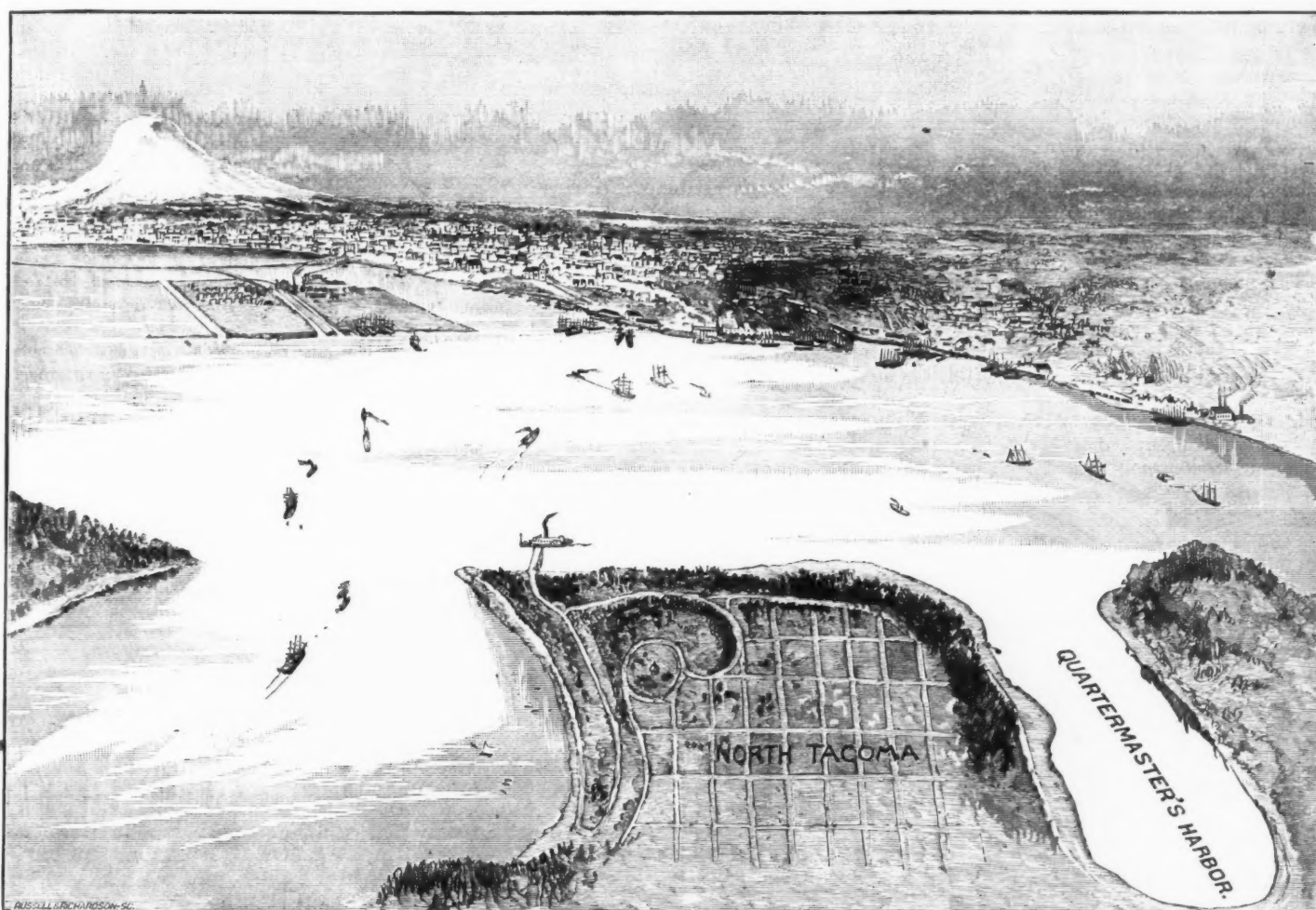
NORTH TACOMA.

One of the best tests of the vitality and prosperity of a new city is its capacity to throw out and maintain attractive suburbs. In this respect Tacoma has already made considerable progress. Suburban real estate enterprises are attracting a good deal of attention this year and a number of promising beginnings have been made in this form of semi-rural life. One of the most attractive suburban projects is that of North Tacoma, which is entirely peculiar in its situation and will be without a rival in its special attraction of superb marine and landscape views. It is situated at the southern point of Maury's Island, directly across the waters of Puget Sound from the northern part of the present city of Tacoma. Maury's Island is in reality a peninsula of Vashon Island and it is with one exception the largest of the many islands which divide the waters of the Sound. It has

Maury's Island is a high plateau with an elevation of from fifty to 100 feet above tide water and with clean, pebbly beaches and no low ground to generate malaria. The southern point of the island, on which the new suburb is to be built, affords the most charming views imaginable of the green waters of the Sound with their constant panorama of passing ships and steamers and of the whole commercial front of the neighboring city and also of more than 100 miles sweep of the Cascade Mountains with their great dominating snow peak, Mt. Tacoma. The dwellers in this charming retreat can sit on their piazzas and enjoy a view which can scarcely be equalled for vastness and variety in any part of the world. All the shipping going and coming from Tacoma with the multitude of steamers and small craft that are constantly cruising upon the waters of the Sound will pass almost before their doors; at the same time they will be entirely apart and free from the din and dust

of the earliest and most successful orchards in the Territory are on this island. As a water front suburb North Tacoma will always be without a rival. The land immediately across Commencement Bay from Tacoma is included in the Puyallup Indian Reservation and is therefore not available for settlement or improvement. All the main land frontage from the head of Commencement Bay to the U. S. Military Reservation which occupies the point of the peninsula will be required for commercial purposes, meanwhile North Tacoma situated the nearest point of land to the city which will at no time be needed for the uses of commerce will therefore always be maintained as a choice resident suburb.

The southern breezes are cooled by passing over the water before they reach the island and a large summer resort hotel will soon be erected here. The island is so extensive that there is ample room for long and attractive roads; the distance from the



VIEW OF TACOMA FROM NORTH TACOMA, ON MAURY'S ISLAND.

always received a separate name, however, from the time of the making of the earliest coast survey maps. It is separated, save at its northern extremity, from Vashon Island by the broad, deep waters of Quartermaster's Harbor. This harbor is looked upon by the citizens of Tacoma as the most probable site for the future navy yard which the United States government has already practically determined to establish somewhere on Puget Sound. A naval commission has been appointed to examine the different localities suitable for this purpose, and while many other places have plenty of advocates, it is believed that the special advantages of Quartermaster's Harbor, such as the ease with which it can be fortified and defended, its nearness to Tacoma, which is predestined to become the most important city on the Pacific Coast next to San Francisco; the convenience of procuring supplies and labor, and its situation near the head of the Sound will give it the preference in the eyes of the Commission.

of the city and will be surrounded by trees and flowers.

The distance from the wharves of Tacoma to the point on Maury's Island is about two miles, and the sail to North Tacoma by a fast ferry boat will be an exhilarating tonic in the morning for people going to their business in the city and a restful prelude after a day's work to an evening at home. The North Tacoma Improvement Company, composed of many of the solid citizens of Tacoma, has purchased 600 acres on the southern extremity of the island and is now spending \$75,000 in clearing the ground, grading streets, building a wharf and making other improvements intended to fit the locality for a model home suburb. The principal avenue is 125 feet wide, and all the other streets are 100 feet wide. All the lots command extensive views and the prices will be so low that residents can afford to have space enough for gardens and fruit trees around their homes. The island is especially adapted for fruit growing. Some

southern point of Maury's Island to the extreme northern point is about twelve miles, so that there is ample space for pleasure driving. The class of people who will be attracted to this island suburb by the beauty of its location and the surrounding scenery, will naturally be people of intelligence, possessed of sufficient means to erect pleasant homes. There can be no invasion by the undesirable element of a great city's population and the very desirable feature of good society may be regarded as assured from the start. The special advantages of North Tacoma are so evident that its success as an attractive suburb of the new city may be said to have been achieved before any lots were sold, and in fact before it was platted. Any experienced observer familiar with the growth of cities would have said years ago that if a large city were to spring up at Tacoma, there must inevitably be a handsome residence suburb across the narrow deep waters of the Sound on the southern point of Maury's Island. The situation resembles

that of Staten Island in its relation to New York City. The slopes and terraces with their extensive views over the water and the neighboring city recall the picturesque heights back of New Brighton and the many other villages that encircle the northern shores of Staten Island. Pacific Coast people will see points of resemblance in the situation of North Tacoma to that of Oakland, which is across the broader waters of San Francisco Bay from the great metropolis of California.

The trustees of the North Tacoma Improvement Company are all men of large financial resources who are able to carry out a project of this character on a broad and liberal scale, and who have gone into it with the view of making it a permanent feature of the growth of the metropolis. They comprise D. H. Louderback, President of the Tacoma Street Railway Company, C. J. Kershaw, President of the Tacoma Wheat Warehouse Company, John H. Cummings, one of Tacoma's wealthiest citizens, Wm. Dunn, of the Chicago grain house of Wm. Dunn & Co., M. C. Lightner of M. C. Lightner & Co., commission merchants of Chicago, E. L. Sawyer, a large holder of real estate. The General Manager of the Company is H. C. Wallace, a successful real estate broker. The lots will be put on sale about the 25th of March and will range in price from \$100 to \$250. A large number will be reserved from this first sale.

LANDS AND SETTLEMENT IN WASHINGTON.

Paul Schulze, general land agent of the Northern Pacific Railroad company writes as follows to the Spokane Falls Review:

The business of the Northern Pacific land department for the year 1888 has been from fifty to 100 per

cent. larger than during the former year. Sales have aggregated 294,618 acres, to 1,924 different purchasers, making an average of 152 acres to each purchaser. Consideration, \$1,247,815, or an average of \$4.25 per acre. At least ninety per cent. of the sales were made on five or ten years time.

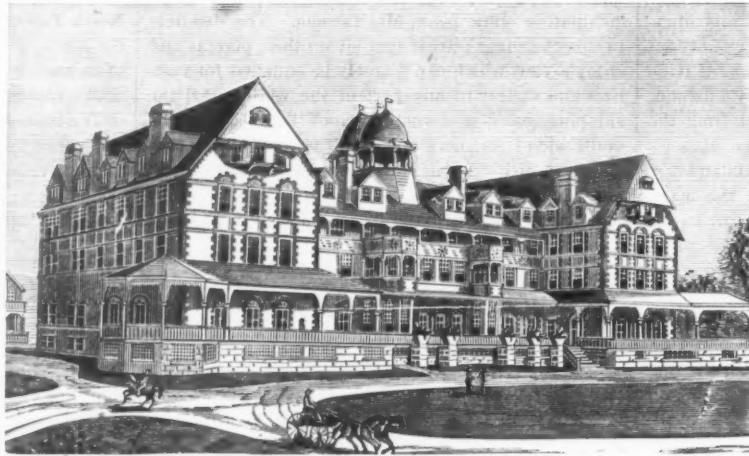
These sales have been about equally divided between Eastern and Western Washington, and have

throughout the different townships, and especially in the remoter parts of these counties, there are yet thousands of acres of desirable land open to purchase from the company. This is true especially of the western part of Whitman and Northern Spokane County. The country north of Spokane Falls offers special inducements to settlers in the convenience of timber for fuel, fencing and building, abundant water supply, bottom and swale lands suitable for timothy hay and other agricultural products, with wide range and shelter for stock.

South and north of the lower Yakima River in what are locally known as Horse Heaven and Sunnyside regions there is a large area of land not yet taken, open to settlement under the United States land laws and to purchase from the company, that will in the near future be largely devoted to wheat and other cereal culture. In all the localities above referred to irrigation is not necessary, but in the Yakima and Kittitas valleys irrigation is generally resorted to with advantage. When the irrigation ditches now contemplated and in course of construction in these valleys shall be completed, many

thousands of acres now waste and barren will be made productive, and hundreds of new homes created. These valleys offer many inducements to settlers familiar with methods of irrigation and accustomed to a dry climate.

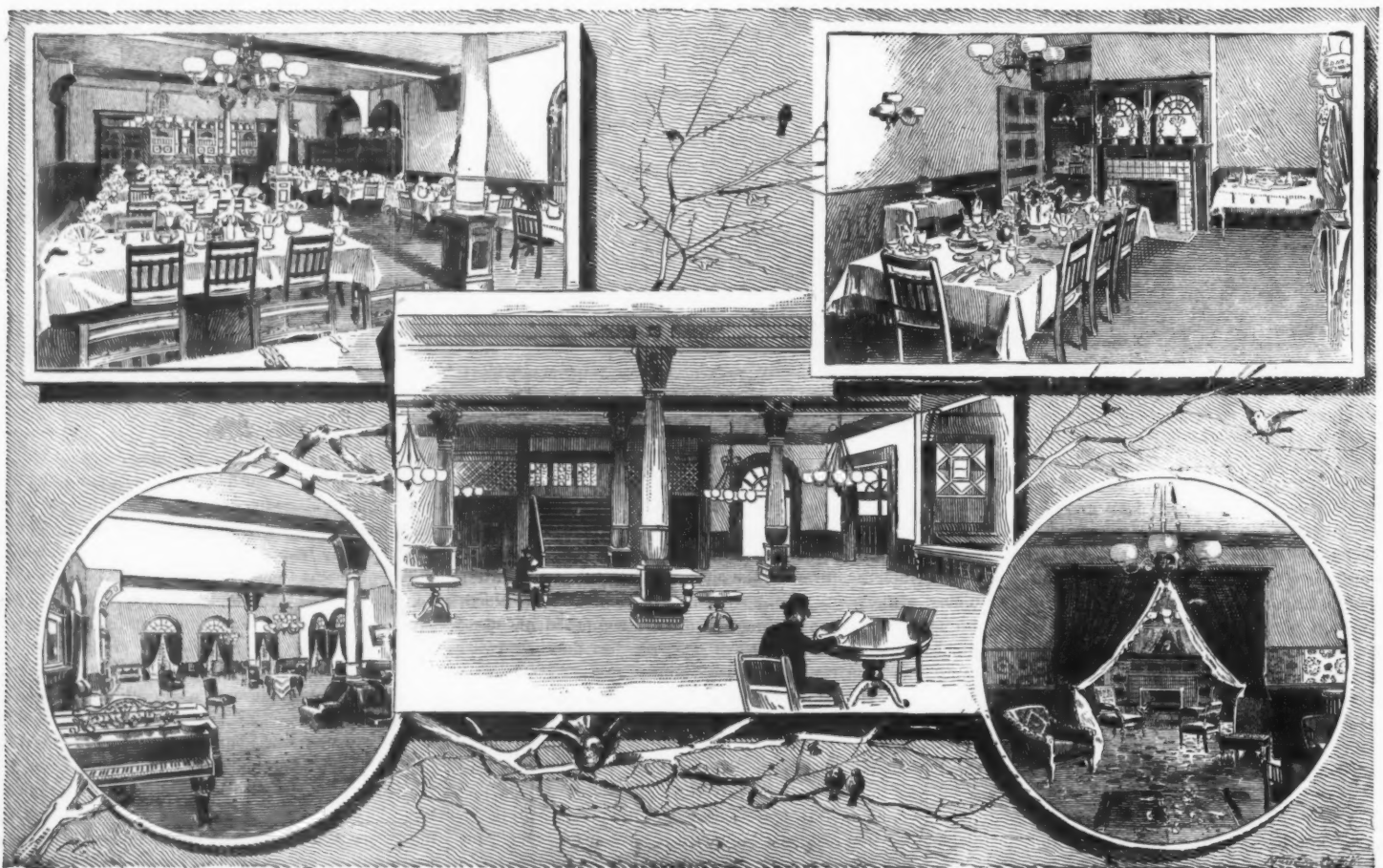
In Western Washington unclaimed agricultural lands lie mostly in small tracts scattered throughout large timbered areas consisting of swales which can be drained and cleared at comparatively light expense, creek bottoms, and the generally narrow valleys of rivers near their sources in the mountains. There is also a considerable area of land in different localities, where the timber has been destroyed by fire, which



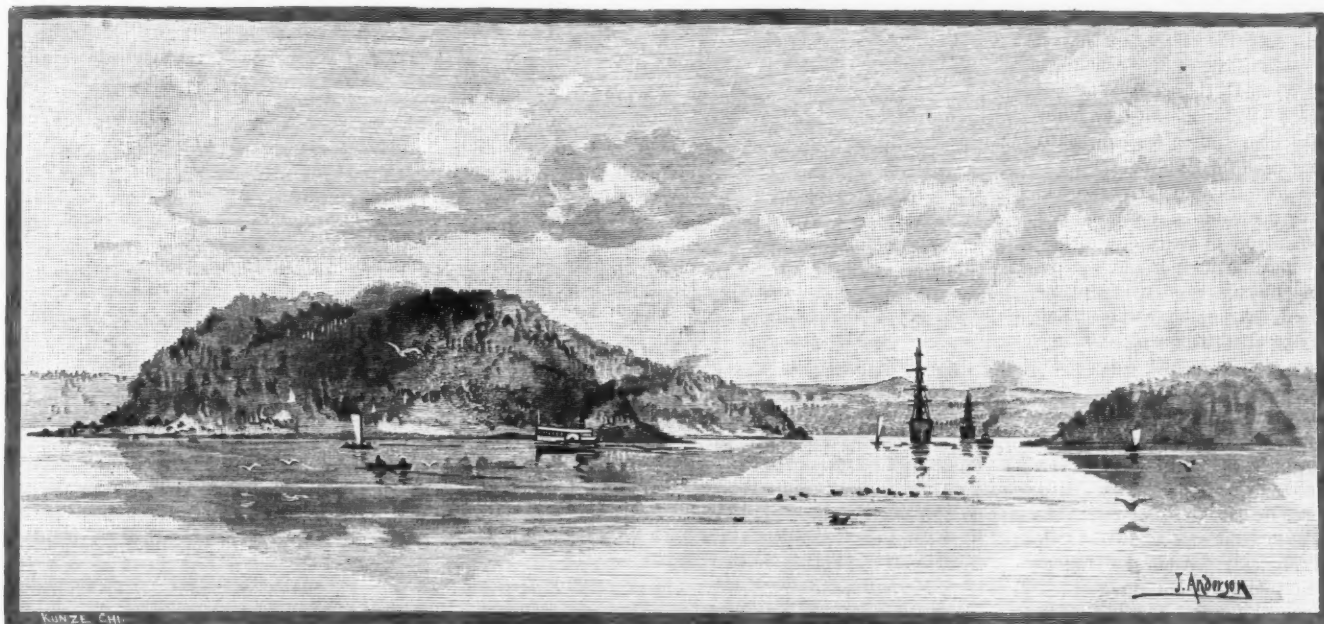
"THE TACOMA," TACOMA.

been scattered over all the counties embraced within the limits of the land grant. In Eastern Washington the greater proportion of the lands sold were situated in Adams and Lincoln counties, with Spokane and Whitman next in order.

In the two former counties, and extending over into the adjoining counties of Douglas and Franklin, are comprised the largest and most compact bodies of good, arable lands yet undisposed of by the company. In the more thickly settled districts of Spokane and Whitman, comprising the choicest agricultural lands nearest lines of transportation, the railroad lands have been disposed of, but scattered here and there



"THE TACOMA."—1. VIEW IN MAIN DINING ROOM. 2. PRIVATE DINING ROOM. 3. OFFICE. 4. PARLOR A. 5. PARLOR B.



VIEW LOOKING DOWN PUGET SOUND FROM TACOMA.

can be rendered available for grazing and cultivation at not too great expense. This part of the Territory offers many inducements to small farmers who are accustomed to clearing lands for cultivation.

All parts of the Territory have experienced during the past year a notable influx of newcomers, and the aggregate increase in a desirable, permanent population has been large. This added population, while to a considerable extent cosmopolitan in character, has been principally from States and Territories of our own country and Canada, and especially from the States contiguous to the eastern ends of our great transcontinental lines of railway. The Northwestern States—Wisconsin, Minnesota and Dakota—have undoubtedly contributed the largest percentage, and the central West, comprising Iowa, Kansas, Nebraska and Missouri, the next largest. Many have come from Texas and California. The prospective immigration from all these States, and from other localities in the East and South, as evidenced by the large number of letters of inquiry daily received, and information from other sources is larger, and, in my opinion, will exceed by fifty per cent. that of the past year. Immigrants from prairie States, who desire to engage in wheat and stock raising, are advised to stop in Eastern Washington; those from California, Colorado and other districts where irrigation is practiced and who desire to be similarly circumstanced in their new homes, are recommended to the Yakima and Kittitas valleys; those from northern Wisconsin, Michigan, Pennsylvania and some other of the Eastern and Southern States generally find the most congenial homes in the wooded regions of Western Washington. In my opinion, Washington Territory and Oregon, with their mild and diversified climate, and their corresponding diversity of soil and natural features, their abundant and varied resources, covering nearly the whole field of human industries, offer today the best opportunities to be found anywhere for frugal, industrious, patient home builders, and to the capitalist who seeks profitable investment in the development of these resources and the upbuilding of the country.

NOVEL NAMES FOR NEWSPAPERS.

The newspapers in Eastern Washington try hard to be original in their names. There is the *Bunch Grass Realm*, published at Rockford, the *Oakesdale Breeze*, the *Rosalie Rustler*

and the *Palouse Boomerang*. The life of the country editor in that region is not always a monotonous one. Not long ago the editor of the *Rustler* went down to Oakesdale as a member of an amateur dramatic company to give a performance. While he was doing the heroics on the stage some rascal ran away with two coats belonging to him—his Sunday coat and his everyday garment. He mourned for the lost apparel in his next issue, and still more for the inhospitality of the neighboring town. The *Bunch Grass Realm* man had a still more exciting experience lately. Certain citizens of Rockford took offense at a communication published in his paper and called a mass meeting to vote on the question of running him out of town. The editor was present at the meeting, defended himself with eloquence and courage and secured the defeat of the motion by a large majority. He is now making things hot for his enemies.

SIXTY MILLIONS

of people is what we confidently expect the next United States census to show as the population of the great Republic. One-fourth of the whole number live in Illinois, Iowa, Minnesota, Missouri, Wisconsin, Nebraska, Kansas and Colorado—that is in States reached by the lines of the great Burlington system. In other words, if you want to get to the principal cities and towns of a section which contains one-quarter of the American people, you should secure your tickets via "The Burlington." It goes everywhere, and offers to the traveler the best accommodations which money, skill and taste can provide. Its lines pass through the finest and most picturesque portions of the West. For maps, time-tables, etc., address W. J. C. Kenyon, General Passenger Agent, St. Paul, Minn.



A RUSH FOR REAL ESTATE.

The feature of the real estate market yesterday was the sale of the Ainsworth Addition. When H. C. Wallace arrived at his office yesterday morning he found a long line of men waiting for him, many of whom had been there all night.

A remarkable scramble for position in this line was made during the night and early morning. As in the case of a similar exhibition at the office of the Tacoma Land Co. premiums were offered for places near the front. A small boy who had no idea of buying a lot took a place in the line and gave it up to a later comer for ten dollars.

The Ainsworth Addition consists of about 180 lots, but only 110 were put on sale, the balance being reserved to the owners.

Mr. Wallace had his force of clerks organized in such a manner as to dispatch business very quickly. All of the 110 lots offered were sold in about three hours after 10 o'clock at a uniform price of \$700 for inside and \$750 for corners. More than \$80,000 worth was sold in less than three hours. A profit on the purchase price has already been offered to some of the buyers.—*Tacoma Daily Ledger*, Jan. 10th, 1889.

BILLINGS, CLARK'S FORK & COOKE CITY RAILWAY.

George V. Sims, President of the above named company, which is about to build to the same coal field in Eastern Montana just reached by the Rocky Fork and Cooke City road, writes us to correct certain errors in regard to its history and operations which appeared in a New York news dispatch to a St. Paul daily, copied last month in our "Northwestern Progress" department. Mr. Sims says:

The following facts speak for themselves.

Billings, Clark's Fork and Cooke City R. R. Co. Incorporated February 20, 1886.

Rocky Fork and Cooke City R. R. Co. Incorporated December 30, 1886.

Billings, Clark's Fork and Cooke City R. R. Co.'s maps filed October 23, 1886. Approved by Dep't of the Interior December 15, 1886.

Rocky Fork and Cooke City R. R. Co.'s maps filed April 12, 1887. Approved by Dep't of the Interior October 16, 1887.

Billings, Clark's Fork and Cooke City R. R. Co.'s surveys completed October 22, 1886.



TACOMA.—WHOLESALE DRY GOODS HOUSE OF GARRETSON, WOODRUFF, PRATT & CO.

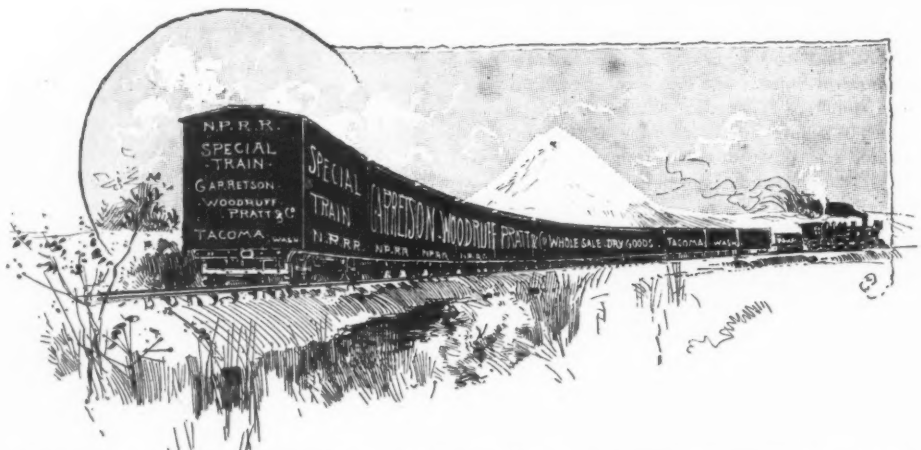
Rocky Fork and Cooke City R. R. Co.'s line located April 12, 1887. (Organized December 30, 1886.)

Billings, Clark's Fork and Cooke City R. R. Co.'s bill introduced in Senate June 30, 1886. Passed February 11, 1887.

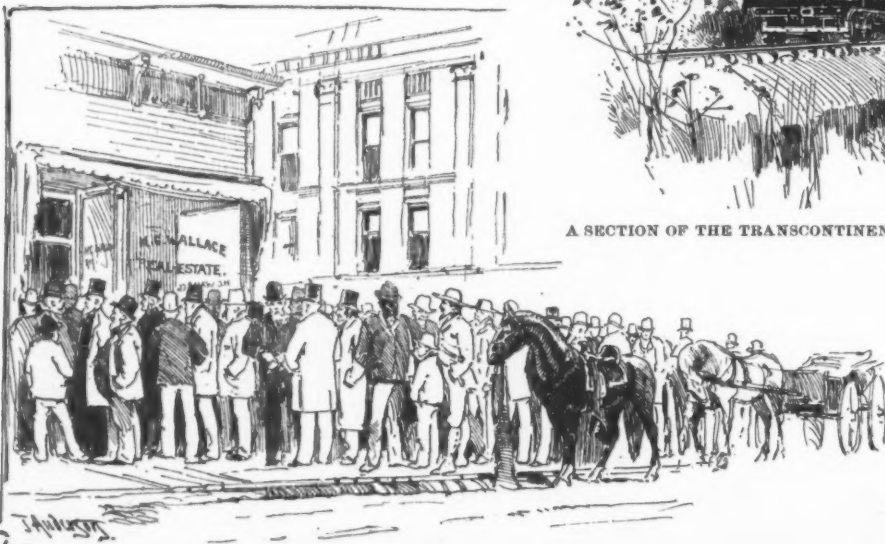
It is true the Rocky Fork Company was more successful in the Forty-ninth Congress than the company with which I am identified, but it is an undisputed fact that this Company was in existence, had surveyed its entire line and received the approval of

the Government before the incorporation even of the assumed rival corporation.

I have never concerned myself about the Rocky Fork Co., although they have about me, but have gone along in the even tenor of my way. I arranged for the construction of the road with which I am connected. I have all along supposed that in aiding in a small way to develop the enormous resources of the Northwest (in doing which I confess I have mercenary motives) I was fulfilling in some degree an



A SECTION OF THE TRANSCONTINENTAL DRY GOODS TRAIN OF GARRETSON, WOODRUFF, PRATT & CO., TACOMA.



TACOMA.—A RUSH FOR REAL ESTATE.

honorable and useful mission in life. But apparently my small efforts are resented by certain St. Paul gentlemen, judging from the persistent misrepresentations credited me. Perhaps, after all, it is presumption on my part to identify myself with Montana. The Territory is large, however; large enough, I hope, to bear with my small efforts and to enable me to escape from further unmerited abuse.

GEORGE V. SIMS.

The prosperous town of Ellensburg, Wash., will be illustrated in our next number.

THE NEW TOWN OF ORTING.

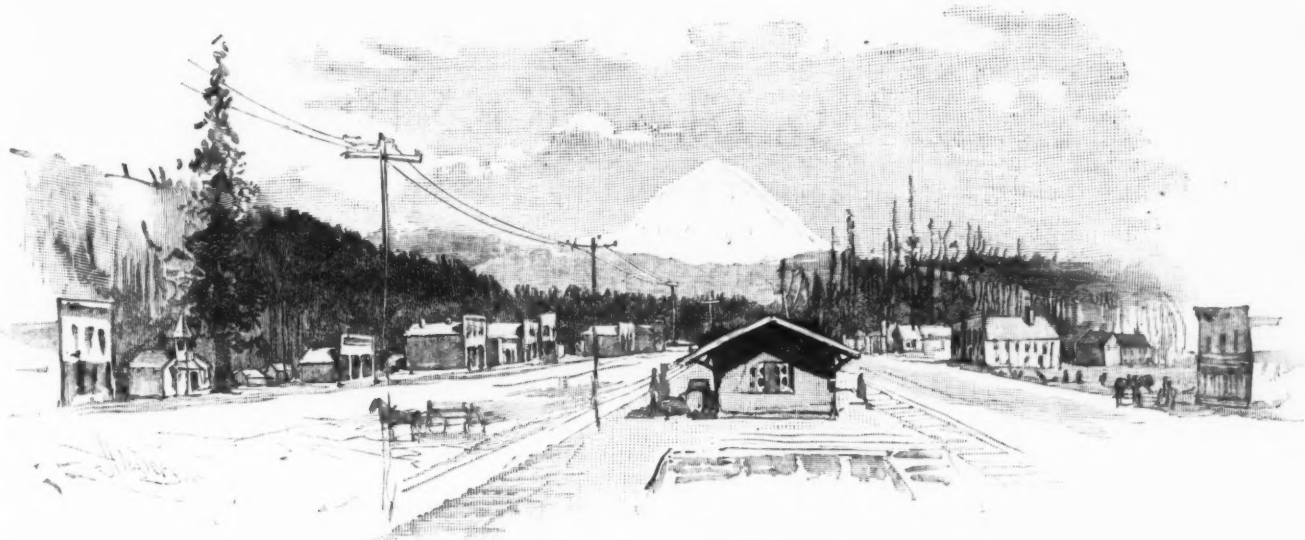
In the rush of business activity and rapid growth of business enterprises in Tacoma, the substantial progress made in the suburban towns tributary to it are apt to be lost sight of. The rapid development of Washington Territory brings into prominence the seaboard cities, as they become naturally the distributing points for the large and productive country lying east of the Sound. Tacoma with its railroad facilities and the marked enterprise of its citizens, is rapidly taking a position in the van of all competitors; and yet without this wonderfully productive country with its wealth of timber, coal and iron, and its fertile valleys, neither Tacoma nor her sister cities on the Sound could ever have reached their present state of prosperity. From all parts of the country people are flocking to the territory and they naturally seek the larger cities for information as to choice of location. Many of these people have but limited means and find their capital too small to permit them to establish a business and a home in Tacoma. Many of them are farmers who come with the intention of settling in the surrounding country and pursuing their vocations. To all such there is no more attractive section than the magnificent Puyallup Valley, with its wonderful hop-producing and fruit growing soil.

full operation with Orting as its terminus. The organization of this road running as it does through the most fertile portions of the Puyallup Valley, marks an era in the development of surrounding coal and lumber industries. The Southern Pacific have made Orting the terminus of their Carbonado line which is already completed and in operation. In addition it is recognized as the most important station on the Northern Pacific between Tacoma and the mountains.

Extensive right-of-way and building grounds were reserved for the various converging railroads. Surrounded on all sides by these roads the resources of the adjacent country are being so rapidly developed that the demands made on Orting exceed its present capacity to supply. No better opportunity is offered in the Territory to either the tradesman or farmer for the establishment of a prosperous business. The large cities on the Sound are calling for farm and garden products faster than they can be supplied. The soil at and surrounding Orting admits of the cultivation of vegetables, fruit and produce of all kinds with the most gratifying results. Dairy farming and hog raising are already established successes and the hop growing industry is seen at its best in the upper Puyallup Valley. To the tradesman unexcelled opportunities are offered in furnishing supplies not only to the town itself but to the rapidly increas-

CLIMATE IN EASTERN WASHINGTON.

One of the first and most important questions asked by people in the blizzard and cyclone districts of the east is about our climate, concerning which scarcely too much can be said. The general belief is that latitude determines climate, and this erroneous impression is the most difficult to meet and correct in discussing the weather of the entire Northwest region. While the influence of the gulf stream upon the climate of western Europe is quite generally known, but little appears to be known regarding the effect of the Japan current, warm from the tropics, upon the climate of the North Pacific Coast. In fact, the effect is the same, giving this country a climate similar to that of Southern Pennsylvania and Maryland, without the sultry and exhausting nights, which are here cool, pleasant and refreshing. The excellence of the climate of this region, which knows neither extreme in its effects, is not less marked than that of its famous soil. Spring begins in February, by which time the plows are running, and lasts until the middle or last of May. In summer, owing to the high altitude and pure atmosphere, the weather is never oppressive, although the mercury frequently gets up into the nineties, yet always falling to a comfortable temperature with the going down of the sun. Sunstrokes



VIEW OF ORTING IN THE PUYALLUP VALLEY, WASHINGTON.

The town of Puyallup was for years the centre of the hop growing industry in the Northwest, but its proximity to Tacoma has stood in the way of its attaining a position as a distributing point and placed it naturally as a suburb, to the larger city. As many as thirty-five years ago the present town site of Orting was selected by the early settlers as the most promising point between the mountains and the Sound for location of a settlement. Although repeatedly driven away by the Indians, numerous attempts were made from time to time to settle there and these attempts resulted in great confusion regarding the land titles. Thanks to the seven years long work of Prof. F. E. Eldredge, the titles have been cleared and a United States patent secures them for all time. Realizing the importance of the location, a number of the leading citizens of Tacoma organized a syndicate to lay out a town site and improve the property. This work is already making substantial progress and although much of it has been done during the past few months, the results more than justify their anticipations and the success of the town may be looked upon as assured.

Situated eighteen miles from Tacoma on the line of the Northern Pacific, it must, unlike its neighbor Puyallup, assume a certain independence of its own and what is still more important, become a distributing point for the surrounding coal and timber country which is naturally tributary to it. In a short time the Tacoma, Orting & Southeastern road will be in

ing coal mining and logging camps surrounding it.

In the short period of about six months about sixty-five or seventy buildings have been erected and many more are in process of erection and in contemplation. The town numbers a population of nearly 300 and its two school houses have an average attendance of seventy pupils. Two churches are already established and a third one will be built in the Spring. In addition there are in successful operation two drug stores, two restaurants, three hotels, five general stores, a public hall, photograph gallery, bakery, meat market, blacksmith and barber shops. Physicians are established and a weekly newspaper the Orting Oracle has recently been issued. In connection with the latter enterprise a general job-printing business is carried on. The local saw mill is taxed beyond its capacity and another is needed. Skilled mechanics are in demand and not an idle man is to be found. A steady improvement in the class of buildings erected is noticeable. In many ways attention is being drawn to Orting and the activity in real estate is rapidly increasing. Good business and residence property is still to be had at reasonable prices but when the spring tide of emigration to the territory sets in, these prices must assuredly advance. The town is within easy reach of Tacoma and the Sound ports and one has but to visit it to see for himself the marks of a most substantial progress and be assured of its great future.

N. D. P.

are unknown here. Winter begins about the holiday, and breaks up about the first of February, during which time, generally in January, we have our "cold spell," the mercury sometimes dropping to thirty degrees below zero, but never continuing for more than a week and causing very little inconvenience. With this exception the short winter season is uniformly mild and agreeable, the effects of the cold weather being lessened by the remarkably still atmosphere which prevails during the whole period. Snow falls to a depth of from six to eighteen inches, and rarely remains on the ground more than a month, being dissipated by the warm "Chinook" wind, the forerunner of spring. In winter the ground seldom freezes to a greater depth than six inches and stock is rarely fed as long as four weeks. The fall season is uniformly favorable for harvesting and storing all kinds of crops. Official reports show the mean temperature in Eastern Washington to be 52° in spring, 73° in summer, 53° in autumn and 34° in winter, or an average temperature of 53° during the year. Such freaks of nature as cyclones, blizzards, tornadoes and heavy thunder and lightning storms are unknown here, and a drouth is not even dreamed of. The rainfall in the spring is ample and timely, making good crops a certainty. Summed up, the climate of the Palouse country, free from the extremes of cold and heat and consequent drawbacks to the husbandman and people in other walks of life, combined with its health giving and preserving qualities constitutes a standing testimonial of high order to the worth of the country.

—Walla Walla Statesman.

"MORTGAGES."

9% What Better INVESTMENT than a **9%**
FIRST MORTGAGE BEARING
 Interest on Improved

TACOMA REAL ESTATE.

INTEREST PAID SEMI-ANNUALLY.

These loans are secured by property of at least three times the amount of money loaned.

J. C. BROCKENBROUGH, Jr.,
 Investment Banker.

REFERENCES BY PERMISSION: Hon. W. Q. GRESHAM, Judge U. S. Circuit Court, Chicago; ROSWELL SMITH, Esq., President Century Co., N. Y.; H. H. LAMPORT, Esq., President Continental Fire Insurance Co., N. Y.; Merchants National Bank, Chicago, Ill.; Citizens National Bank, Cincinnati, Ohio; Fowler National Bank, Lafayette, Ind.; Indiana National Bank, Lafayette, Ind.; Pacific National Bank, Tacoma, W. T.

A. N. FITCH, President.

H. C. BOSTWICK, Vice-President.

H. L. ACHILLES, Cashier.

CAPITAL, \$100,000.00.

TRADERS BANK OF TACOMA,

Tacoma,

-

-

-

Wash. Ter.

TRUSTEES:

H. C. Bostwick,
C. G. Higbee,
A. M. Stewart,

C. W. Griggs,
George Browne,
H. L. Achilles,

Henry Hewitt, Jr.,
Paul Schulze,
A. N. Fitch.

The Traders Bank possesses special facilities for the INVESTMENT of Eastern capital in MORTGAGE SECURITIES. No safer investment of any kind can be had in any part of the country, because the rich soil, vast timber and mineral resources, and the mild climate of Western Washington Territory insure a steady and continual increase in real estate values.

The Board of Trustees comprise men who are widely known in the East as well as in the West, and who have had large experience in financial and general business affairs. They are so absolutely certain of the soundness of such investments, and take such care in making them that the bank stands ready to GUARANTEE ANY LOAN THUS MADE. Mortgage loans made by this bank will net the investor from 2 to 4 PER CENT. HIGHER interest per annum, than can be realized in the East.

MONTICELLO PARK.

Cheap raw material, easily obtainable, incomparable transportation facilities by rail and water, to the great interior on the one side, and to the ports of the world on the other, marks Tacoma as the future great manufacturing center of the Pacific Northwest.

Already at the head of the Bay the smoke-stacks of a score of new industries, added in Eighty-eight fore-shows the rapid development of this important factor in our prosperity. The dyking of the "tide flats" will, in addition to the forty-seven acres to be devoted to the erection of the N. P. terminal works, furnish place for the erection of large plants requiring transportation by both rail and water. But hundreds of smaller enterprises whose products shall be consumed in the city and interior, must locate where suitable grounds comparatively inexpensive may be secured. From the "head of the bay" extending in a southwesterly direction lies a beautiful valley one-fourth mile wide and three miles long. Its sides bulwarked by hills surmounted by fir and cedar. Through this valley runs the Portland branch of the N. P. R. R., and the aqueduct which supplies the city with water. In this valley and on the prairie at its mouth must be the hundreds of smaller factories whose pay rolls are to largely aid in making Tacoma the metropolis of the Pacific Coast. Through this valley runs the principal thoroughfare leading out of the city. The travelling public to and from Steilacoom, Olympia, Chehalis and Centralia, the pleasure-seekers, en route to American and Spunaway Lakes; the business man who takes an hour's recreation, all drive out through the valley to the beautiful prairie beyond. Just on the left and adjoining the road as it debouches from the valley lies

MONTICELLO PARK ADDITION.

It is situated in the Southwest $\frac{1}{4}$ of Sec. 19, Town 20, N of R 3 W. M.

It is a beautiful prairie covered with verdure. One half lying between the thoroughfare and the aqueduct, and the other half on the plateau above.

From it to the south opens a magnificent vista of gently undulating prairie, dotted with clumps of fir and oak, suburban residences and farm-houses, while to the east towers above it majestic Tacoma, monarch of mountains.

It lies within one and three-fourth miles of the city limits. Within three-fourth miles of Fern Hill Motor line. Within one-fourth mile of The flag station at "Scotts."

This magnificent tract containing one hundred and fifteen acres has been platted and is now placed on the market on the following liberal terms, viz:

Corner lots one hundred and twenty-five dollars. Inside lots one hundred dollars, one-fifth cash, balance in quarterly payments.

When three hundred lots are sold at this price twenty-five dollars will be added to price and three hundred more placed on sale.

The beauty, accessibility and low price of these lots, should and will make it the most popular addition now before the people of Tacoma.

MANNING, HAYDEN & HAYS,
AGENTS.

A. L. MANNING,
Formerly of Dunlap, Iowa.

O. B. HAYDEN,
Formerly of Panora, Iowa.

C. N. HAYS,
Formerly of Grinnell, Iowa.

MANNING, HAYDEN & HAYS,

Real Estate Brokers.

City, Suburban and Acre Property.

SOLE AGENTS FOR

Bay View, Railsback's

—AND—

Chandler's Additions.

Agents for ROGERS' ADDITION.

AGENTS FOR

Montcello Park Addition.

Carriages to show city to visitors and investors.

Letters of inquiry promptly answered.

Office opposite

"The Tacoma" Hotel,
Tacoma, W. T.

Investments for Non-resident Investors a Specialty.

For the information of investors we here submit a few examples taken from our record of sales during the year, showing advance in values. We give address of purchasers that the statements may be verified.

Lots one, two, three, Block eight hundred twenty-eight. February, 14th, F. M. Cook, Tacoma, Washington Territory, nine hundred fifty dollars. May, 1st, James, Allen, Beechy Mire, Indiana, thirteen hundred fifty dollars. December, 10th, C. M. Drummeler, Panora, Iowa, twenty-one hundred dollars. Present value twenty-nine hundred dollars.

Lots seven, eight, nine, Block thirty-four hundred thirteen, September 1887, Prof. H. K. Edson Grinnell, Iowa, eleven hundred dollars. January 1888. W. H. Pritchard, Tacoma, Washington Territory, sixteen hundred. May, 10th, Fitch B. Stacy, Tacoma, Washington Territory, twenty-seven hundred fifty dollars. October, 9th, thirty-seven hundred fifty dollars, E. D. Evans, Oshkosh, Wisconsin. Present value fifty-five hundred dollars.

Lots eight, nine, ten, eleven and twelve, Block four thousand and twenty-one. September 5th, 1888, L. J. Pentecost, Tacoma, Washington Territory, twenty-five hundred dollars. December 1st, Wm. A. Sternberg, Tacoma, Washington Territory, thirty-seven hundred fifty dollars. December, 21st, C. A. Ingalls, Tacoma, Washington Territory, forty-two hundred fifty dollars. Present value five thousand dollars.

Lots three, four and five, Block eighty-two twenty, October, 16th, Fitch B. Stacy, Tacoma, Washington Territory, eleven hundred and seventy-five. October 25th, M. J. Hopkins, Tacoma, Washington Territory, fourteen hundred. Present value twenty-one hundred.

Twenty lots Sibbal's Addition, November, 2, 1887, C. N. Hays six hundred fifty. December, 1888, W. O. Siler, Tacoma, Washington Territory, forty-five hundred. Present value six thousand.

Eighty lots Coulter's Addition, April, 1888, D. W. Comstock, Richmond, Indiana, nine hundred thirty-five dollars. Present value twenty-four hundred dollars.

Four lots Chandler's Addition, November 13th, Frank Cook, Tacoma, Washington Territory, seven hundred fifty dollars. December 15th, Paul Worth, Dakin, Cheney Valley, New York, twelve hundred. Present value sixteen hundred.

A comparison of these sales will show that the rate of advance is being maintained.

In October 1887, J. L. Bogle of Springfield, Ohio, bought the thirty-five acres now Bogle's Addition for two hundred dollars per acre. We are now selling lots in this addition at the rate of two thousand dollars per acre, that in our opinion will pay purchasers one hundred per cent in 1889.

Reliable statistics showing in detail the growth of the City and the institution of vast enterprises, which not only justifies the advance in values as above noted, but warrants absolute confidence in continued advance, will be furnished on application.

MANNING, HAYDEN & HAYS,
Opposite "The Tacoma," TACOMA, W. T.

J. A. WINTERMUTE,
Dealer in
REAL ESTATE,
IN AND ABOUT TACOMA.

Have been in Business in Tacoma since 1883.

Particular attention given to good Resident Property, both in the City and close lying Additions.

Correspondence Promptly Answered.

P. O. Box 524, TACOMA, WASH. TER.

J. M. R. SPINNING.

GEO. W. BYRD.

N. S. BUCKNER.

Spinning, Byrd & Buckner,
REAL ESTATE,

TACOMA, - - - WASH. TER.

We know the Lands of this County from 37 years of actual experience.

We make Farm Lands and Stock Ranches a specialty.

We are able to give our customers the benefit of an actual residence in the Puget Sound Country for thirty-seven years. We are in constant communication with the owners of the best farm, stock grazing, hop and dairy lands in the country, and have, at all times, on our books, tracts of all sizes, distances from Tacoma, conditions of development, and qualities of soil, to be found in this country. Active and careful attention is likewise given to our city business. The city of Tacoma is, to-day, unquestionably,

The Most Noted City on the American Continent of its Age.

It is without the empty sham that attaches to "boom" cities BASED ON CLIMATE ALONE, or having but limited resources. Name all the conditions and resources that made Chicago, Milwaukee, St. Paul, St. Louis and 'Frisco what they are, and,

TACOMA POSSESSES EVERY ONE OF THEM,

except corn, and others, besides. There is an end of "Going West young man, to grow up with the country." THEN COME NOW. COME TO STAY. Property is steadily advancing, and soon, there will be NO NEW, CHEAP WESTERN COUNTRY TO GO TO. Honest industry and a small capital cannot fail to yield a competence in a short time. Don't come here, to get rich suddenly, on no investment except your wits. THE DEMAND FOR THAT STYLE OF MAN IS FILLED NOW. COME FOR BUSINESS. We can locate you in almost any kind of property desired, and will try to do you good.

REFERENCES: Any bank, or any reputable business man in the city. Courteous attention shown strangers and correspondents.

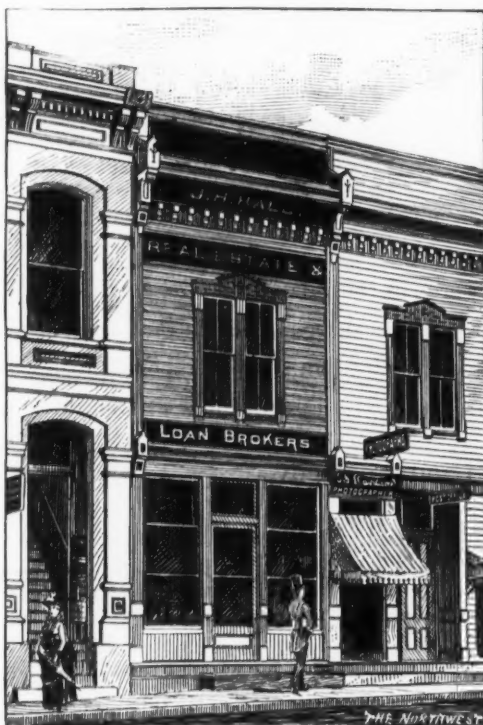
SPINNING, BYRD & BUCKNER,
 1132 Pacific Avenue, Tacoma, Wash. Ter.

J. H. HALL, REAL ESTATE AND LOANS,

115 South Tenth St., Tacoma, Wash. Ter.

Western Terminus of the Northern Pacific R. R.

Investments
Made
AND
TAXES PAID
FOR
Non-Residents.



References:

Tacoma National Bank,
of Tacoma;
Merchants National Bank,
of Tacoma;
Pacific National Bank,
of Tacoma;
First National Bank,
St. Paul, Minn.;
Capital Bank,
of St. Paul, Minn.;
Hon. Edmund Rice,
Ex-Mayor of St. Paul;
Hon. Geo. L. Becker,
Railroad Commissioner.

The Opportunities for Profitable Investment in Tacoma are Unrivalled by any City in the Northwest.

At the HEAD of NAVIGATION on the SOUND, with a fine harbor, well protected from the prevailing storms of winter, with anchorage to accommodate the fleets of the world, it is

THE TERMINUS OF A GREAT TRANSCONTINENTAL ROAD.

TACOMA shows the lowest death rate of any city in the Union, and is the best lighted, graded and drained city on the North Pacific Coast.

TACOMA has the finest of educational facilities, and a population of 20,000 law abiding, industrious home winners.

TACOMA is not a "Boom City," but a rapidly growing mercantile manufacturing center.

TACOMA exported more than a million and a half centals of wheat in 1888. The commerce

of the world is safe in our harbor every day in the year.

TACOMA will ship 200,000,000 feet of the best lumber in the world this year. The coal mines tributary are inexhaustible, and mountains of the finest of iron ore are now being worked by experienced and wealthy owners.

TACOMA is not handicapped by any great body of fresh water around its suburbs, to shut off its tributary farming country, but has beautiful and safe

small lakes within thirty minutes drive of the city where fishing and boating may be enjoyed by any so inclined.

TACOMA has a better foundation for permanent, material prosperity than any city in the United States and the sickly whine which comes from some of her jealous neighbors will develop into a wall of despair as they note Tacoma's daily growing supremacy, by virtue of inherit merit and determination to utalize her advantages.

I INVEST ON JOINT ACCOUNT

for non-residents, in their name, at lowest market price, and will take one-half net profit after deducting 8 per cent interest and all taxes. Persons who have invested through me during the last six months can to-day realize

50 PER CENT. ADVANCE.

My FOR SALE List is large, and parties desiring to invest can do so through me as advantageously as if here.

To all of which I subscribe myself, yours truly,

TACOMA REAL ESTATE.

J. H. HALL,
115 South Tenth Street, Tacoma, Wash. Ter.

TACOMA,

The Western Terminus of the Northern Pacific Railroad; the Head of Navigation, and
The Only Wheat Shipping Port on Puget Sound.

Look at the following evidences of its growth:

Population in 1880, 760.

Assessed value of property in 1880.....	\$517,927
Assessed value of property in 1888, over.....	\$5,000,000
Tons of Coal shipped in 1882.....	56,300
Tons of Coal shipped in 1887.....	312,969
Bales of Hops shipped in 1880.....	7,005
Bales of Hops shipped in 1887.....	18,000
Miles of Railway tributary in 1880.....	136
Miles of Railway tributary in 1887.....	2,375
Regular Steamers in 1880.....	6
Regular Steamers in 1888, March.....	30
Feet of Lumber exported in 1887, over.....	63,000,000

The Methodist University for Puget Sound has been located at Tacoma, with a bonus given by the citizens of \$75,000. In the above valuation of school property the Methodist University is not included.

Population in 1888, 15,000.

Banks in 1880.....	1
Banks in 1888.....	5
Private Schools in 1875.....	0
Private Schools in 1888.....	3
Public Schools in 1880.....	2
Public Schools in 1888.....	6
Value of Public School Property.....	\$94,000
Value of Private School Property.....	\$105,000
Money spent in Building Improvements in 1887.....	\$1,000,000
Money spent in Street Improvements in 1887.....	\$90,000
Money spent by N. P. R. Co. on Terminal Improvements in 1887.....	\$250,000

Tacoma is the natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon are aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

Tacoma now shows more healthy and rapid growth than any other point in the Northwest, and is the best location for Manufacturers for supplying both Inland and Water Trade. Full printed and written information will be furnished on application to

General Manager of the Tacoma Land Company,

ISAAC W. ANDERSON,
902 C Street, Tacoma, Wash. Ter.

John B. Cromwell & Co., REAL ESTATE BROKERS,

TACOMA, WASHINGTON TERRITORY.

Buy and Sell Real Estate. Have a good List of Business and Residence
Property, Addition Property and Farm Lands, also Timber and Coal Lands.
We are Exclusive Agents for

CASCADE PARK ADDITION, THE FINEST ADDITION IN TACOMA.

Lots for Sale in the **CROMWELL AND PRICHARD ADDITION**, located on the proposed 11th Street Motor Line. We have Lots on the Investment plan at \$100 each and upwards.

Reference by permission: Merchants National Bank; National Bank of Commerce, Tacoma.

New Pocket Indexed Maps.**Oregon, 25c;****Washington Territory, 25c,****Montana Territory, 25c.**Montana, Large County, Township and Railroad,
indexed, \$1.00.

Maps sent postpaid upon receipt of price. Address

RAND, McNALLY & CO.,
148-154, Monroe St., CHICAGO.**TRAVER'S ADDITION TO TACOMA.***The Leader Best \$150 Lots on the Market.*Oakes' Addition $\frac{1}{4}$ mile east, \$200 and \$250 each.

Cascade Park Addition south and west, \$175 each.

Traver's Addition, within $\frac{1}{4}$ mile of the Motor Line, same distance from N. P. R. R. Lots in this favorite Addition are advanced to \$150. One-half cash; balance six months. No interest.

No more \$100 lots on the market in Traver's Addition.

Lots in Lake View Park \$85 and \$50 each. Within 10 minutes' walk of Lake View Station, N. P. R. R. Large List of Business and Residence Property. Addition and Timber Tracts. For plats and full particulars address

GEO. W. TRAVER,

HOTEL FIVE BLOCK, TACOMA, WASH. TER.

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SAMPSON & GUYLES

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*Give Special Attention to***Loans and Real Estate.****Investments Made and Taxes Paid for Non-residents.****No. 1104 Pacific Ave., TACOMA, WASH. TER.****E. T. DURGIN,**942 $\frac{1}{2}$ Pacific Ave.**TACOMA, WASH. TER.**

Do not wait until you have a certain amount. Send what money you have—two, three, four or five hundred dollars. We will invest it for you either in real estate that will surely increase in value, or will loan it for any time specified so it will net you ten per cent. interest, payable semi-annually. Security ample—first mortgages only. The amount loaned shall not exceed forty per cent. of OUR valuation of the property.

Write for full information. References by permission—Merchants National Bank of Tacoma or City Bank of Minneapolis.

Real Estate**and Loans.****TACOMA, Washington Territory, Western Terminus Northern Pacific R. R.**

TACOMA shows the lowest death rate of any city in the Union, and is the best lighted, graded and drained city on the North Pacific Coast.

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*To all of which I subscribe myself, yours truly,***TACOMA REAL ESTATE.****J. H. HALL,****115 South Tenth Street, Tacoma, Wash. Ter.****E. N. OUMETTE,****Real Estate, Insurance and Loan Broker,****1314 Pacific Avenue,****TACOMA, WASH. TER.****SEATTLE,****The New York of the Pacific.**

Population 1880, 3,533. In 1886, 10,400. On January, 1888, 19,116, and the population July 1, 1888 nearly 25,000.

The Steamship and the Railroad Center of the Northern Pacific.

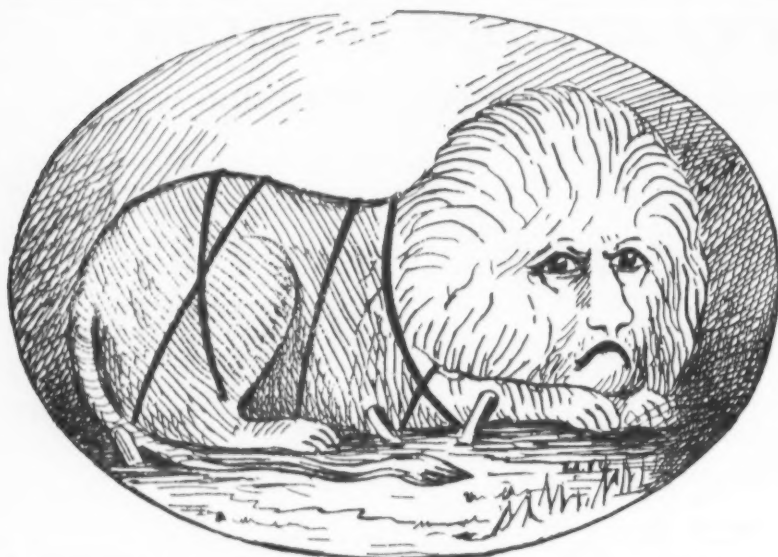
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Come and investigate, or send for printed descriptive matter. We have tons upon tons each month for circulation, free of cost to you.

Fortunes have been made by first investors in the leading Western cities, and so will investments prove if made now in Seattle. We have Business and Residence Lots in all the best Additions at from \$100 to \$1,000, as well as lots in any portion of Seattle; also Timber, Coal and Iron Lands; Farms improved and unimproved. We deal in Municipal Bonds and Securities, and Negotiate Loans.

ESHELMAN, LLEWELLYN & CO.,**The Real Estate and Money Brokers of the Pacific,****Post Building, SEATTLE, WASH. TER.**

REFERENCES: First National Bank and Merchants National Bank of Seattle.



The Great Restorer!

BLOOD PURIFIER AND TONIC.

The Medicine That CURES.

Do you doubt it? A little investigation will prove this statement to be a fact.

Are you sick? losing ground? fast nearing that point of your disease which raises the Bar to Hope? Then believe me—and look to this—

THERE IS A MEDICINE THAT CURES AND IS WARRANTED.

For circulars, for special advice, or for the Remedy itself, if you cannot get it otherwise, send to or address

THE GREAT RESTORER PHARMACOPOL WORKS,

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\$1.50 per bottle; six bottles for \$6.00. Druggists.

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Silk and Satin Ribbons **FREE!**



For a little over twenty-five thousand dollars in cash we have purchased splendid ribbon remnants, which at such prices as have usually been charged for the same goods would figure up to ten times that amount, or over two hundred and fifty thousand dollars. We took the cash with us, went right to the great importing houses of New York and purchased all the remnants of first class fine goods that the owners were willing to close out at about one-tenth of the price that such goods had been retailing for. We now possess millions upon millions of yards which we offer absolutely free, as follows: Our great well-known periodical, *Golden Moments*, "An Illustrated Magazine for all Classes" is published monthly for \$1 a year; good judges say it is equal to the \$1 a year magazines. We have concluded to take 100,000 trial year subscribers for almost nothing, and also send free a box of these splendid ribbon remnants to each. Send \$5 cents and we will send you the magazine for a trial year and will also send free a box of the ribbons. 2 subscriptions and 2 boxes, 65 cents. 4 subscriptions and 4 boxes, \$1. Get three friends to join you, thereby getting 4 subscriptions and 4 boxes of ribbons for \$1. Postage stamps taken. We lose money on these trial year subscribers, but our profit is in the future, for people like our magazine so well that the majority willingly pay the moderate regular price of \$1 a year, after having read it a year. This is the **greatest bargain** ever known. Save much money and secure the best. Elegant ribbons and charming styles. Every lady has a thousand uses for such a grand assortment of ribbons, and to purchase what is wanted, at a store, would cost a large sum; here is just what you want, free. Many of these remnants are three yards and upwards in length. Depend on these remnants as superior to anything to be found, except at the best stores—Beautiful, Elegant, Choice, Rich, Refined, Fashionable. Assortment immensely varied and complete, in every conceivable shade and width, adapted for neck wear, bonnet strings, hat trimmings, bows, scarfs, dress trimmings, silk quilt work, etc. Large value for almost nothing. Money refunded if not satisfied. Better cut this out for probably it won't appear again. Address, **True & Co., Publishers, Box 397, Augusta, Maine.**

CRAZY WORK Silk, Satin, Plush and Ribbon. To clear out Remnant Stock, will send for 10c 25 beautiful assorted bright pieces; three lots, 25c; seven lots and five yards of Ribbon Remnant, 50c. Satisfaction warranted.

Lemaire's N. Y. Silk Mill, Little Ferry, N. J.

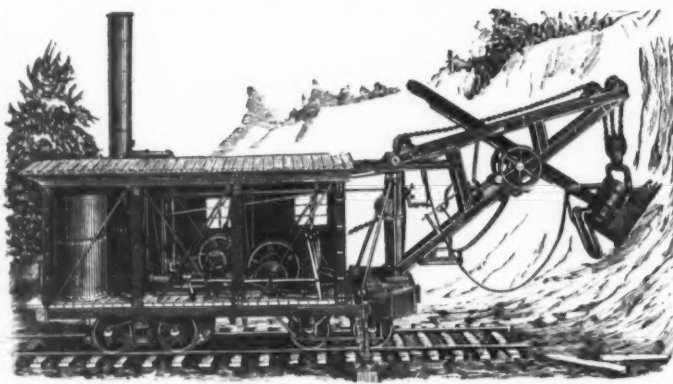
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Railroad and Bank work specialties.

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MAKERS OF

The 'Thompson' Steam Shovel.

SPECIAL NOTICE.—We have recently made some very valuable improvements in our machines, which render them more efficient and durable, and enable us to offer them at a lower price. We guarantee from one-fourth to one-third more work with our shovel than any other can do.

Send for Circulars, Testimonials and Prices,

AND ASK FOR OUR Improved Ballast Unloaders, Steam Dredges, Hand Cars, &c

Northwestern Conservatory of Music MINNEAPOLIS, MINN.

The best teachers in every branch. Unequaled facilities for musical study. Piano, Voice, Organ, Theory, all Band and Orchestral instruments. Valuable free classes. Tuition \$5 to \$15 for 20 lessons. Send for Calendar.

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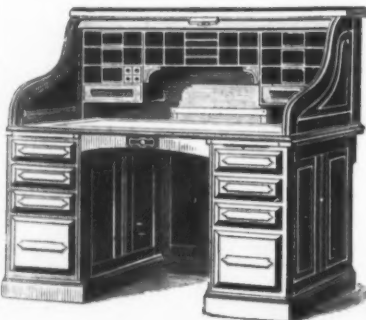
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Mantels, Desks & Office Fixtures,

MARBLE AND ENCAUSTIC

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The largest stock of Desks and Mantels in the Northwest.
SEND FOR CATALOGUE.



ELLENSBURGH,

The Central City of Washington Territory,

WILL BE ILLUSTRATED IN THE APRIL NUMBER OF THE NORTHWEST MAGAZINE

with a concise, conscientious presentation of her clean cut
claims to a first place among the principal
cities of the Pacific Northwest.

HER CLAIMS

Upon the attention of conservative, intelligent investors will not be based upon her well-settled State capitolian probabilities, but will rest solely upon her undoubted capacity for rapid, healthy and practically unlimited growth in the line of

Population,

Manufacturing Industries,

Commercial Interests,

Educational Advantages,

AND

REAL ESTATE VALUES

As the legitimate inevitable consequence of the
development of her surrounding wealth of Field,
Forest and Mines.



Dakota.

JAMESTOWN will have another important industry in full operation before the snow is all gone. The machinery has been ordered and is now on the way for a knitted goods factory which will employ fifteen to twenty hands at the start and more as the business increases. This will save a large amount of cash from going out of the country, and will also make a good home market for the farmers' wool, which will be carded and spun on the premises.

MONEY IN SHEEP.—There is one class of settlers in Dakota that, almost without exception, seems to be satisfied with themselves and the world at large. These are the sheep men. Has any one in Emmons County ever heard a sheep man talk of hard times? Of course not; and why should they? It is easily understood that if money can be made raising stock on the dear lands "back East," much larger profits ought to be obtained on the cheap or free lands here. But it is certain that, while there is money to be made here in all kinds of stock, the more sure and regular returns have come from sheep.—*Emmons County Record.*

MORE new railroads have been built in Dakota during the past ten years than in any State or Territory, except Kansas, Texas, Iowa and Nebraska. In 1879 there were only 400 miles of railroad track in Dakota. Now there are 3,472 miles, and the Territory is the seventeenth in the order of the amount of mileage. Of course this condition is largely due to the size of the Territory, but measured by the population railroad building in Dakota has been carried beyond the immediate demands of the country. Undoubtedly the ease with which railroads can be built over the level prairies of Dakota has had something to do with the extent of mileage now controlled by the railroads in the soon-to-be State of States. But it need be no matter of surprise if there should be but little addition to the railroad mileage in Dakota for several years to come.

Montana.

MISSOULA COUNTY during the past year shipped 115,000,000 feet of lumber.

RED LODGE, the new coal mining town on the Rocky Fork road, is growing rapidly and will be one of the liveliest places in Montana next summer, when coal mining and shipping begins.

THE Anaconda company intends to build from its mine in Butte to its smelter in Anaconda. The distance is twenty-seven miles and the railroad will cost, according to a conservative estimate, something over \$900,000. Notwithstanding the cost of the road, the direct saving in freight will pay the operating expenses of the road and good interest on the money invested.

THE Granite Mountain Company's new 100-stamp mill at Rumsay which, when completed, will be the largest and finest in the country, is well under way, machinery being placed in position as fast as it arrives. Good progress is also being made with the tramway from the mine to the mill, which it is expected to have completed about the same time as the mill—in the early part of May. This tramway will be three miles long.

THE sheep industry of Montana, taken at large, was never in a more prosperous condition. The clip bids fair to be one of the best and the total product of wool the largest yet produced. Fully 10,000,000 pounds will be product of 1889, which with the present outlook, at twenty cents per pound, means a small item of revenue. This, added to the \$2,000,000 which would represent the value of the increase in the flocks, would make a total of \$4,000,000 for the sheep industry of the Territory for 1889. Next to mining, this is now believed to be the leading enterprise of the Territory.

EXTENSION OF THE BITTER ROOT VALLEY R. R.—The people of this country will rejoice, when the Bitter Root Valley Railroad is pushed on into the timber of the upper valley, and to the mines across the divide. A preliminary survey of the extension was made last year, and if as now reported the company have sent out another surveying party, it is reasonable to suppose that the extension is to be pushed the present year. It is only a question of time when the valley road will be completed to the Mineral Hill region. The line is a paying enterprise now, but it will pay more when the extension is ready for operation. The mineral region over the line will furnish a more

lucrative business for the road than any other item of traffic. The extension will build up Missoula and the entire agricultural section of the country. The next fifty miles of the Bitter Root road will be worth five times as much to Missoula as the first fifty.

AN enterprise of considerable magnitude is now under way at the Jay Gould Mine. It is the boring of a tunnel 4,300 feet, or nearly a mile in length, in the mountain where this rich property is located. This is probably the biggest undertaking of its kind ever attempted in the Territory, and will involve an outlay of \$50,000. The work has already begun and will be prosecuted with vigor until completed, which it is expected will be within sixteen months. It is being driven some 500 feet below the lower level of the mine, which is down 525 feet from the surface.—*Helena Independent.*

A SYNDICATE of Helena capitalists has been formed to build and operate a large woolen mill at some point in Montana; probably at Helena. Thomas Cruse, the Drum Lummon millionaire, L. H. Hershfield, banker, and A. J. Seligman, one of a wealthy New York family, are at the head of the movement. The company will start with a capital of \$200,000 and will erect the mill on a large scale. The company intend to manufacture blankets, flannels and coarse cassimeres, and will also put in a knitting plant for the manufacture of all kinds of hosiery, gloves and knit goods generally, believing that they can find a ready sale for the products of their looms.

Idaho.

REPORTS from Wardner say that the Sullivan & Bunker Hill Mining Company are shipping \$800 ore, the richest ever shipped in bulk from the Cœur d'Alene. Sim Reed was considered extravagant when he paid \$800,000 for the properties, but they have improved in value with every blast. The same may be said of every other big mine in the camp.

THE Chloride group of mines, a new discovery in the Kootenai district, have been bonded for \$250,000 by Hugh McQuaid, A. A. McDonald, Martin Maginnis, F. M. Chadbourne and James F. Wardner. Ten thousand dollars have been paid down and the balance is to be paid in October next. The mines are located in the mountains near the southern portion of the Pend'Oreille Lake and comprise ten or a dozen different locations with placer claims, mill sites and water rights. The ore is antimonial silver, free milling, and on the surface shows assays from \$17 to \$600 per ton. It is a comparatively new discovery, but gives every evidence of being a valuable bonanza. So immense is the lead that it crops and plows out over mountain and gulch from thirty to one hundred feet in width, and already seventeen locations are made that prospect from seventeen ounces up. The discovery claim has over 100,000 tons of ore in sight. It is only five miles from transportation by lake and rail.

Washington.

SPOKANE FALLS has 500 business houses, and not a single failure was recorded during the past year.

SPOKANE FALLS makes a remarkably good showing for new buildings erected during 1888. The number was nearly 2,000 and the aggregate value amounts to about \$3,000,000. A single structure, the Frankfurt block, cost \$143,000. The present population is estimated at 12,000.

WHATCOM, on Bellingham Bay, is having a great boom at this time. Houses are going up every night on the tide flats. Moonlight carpenters are reaping a harvest. Tide flat lands are in request. Lumber is in demand. A national bank has been established with a capital stock of \$80,000.

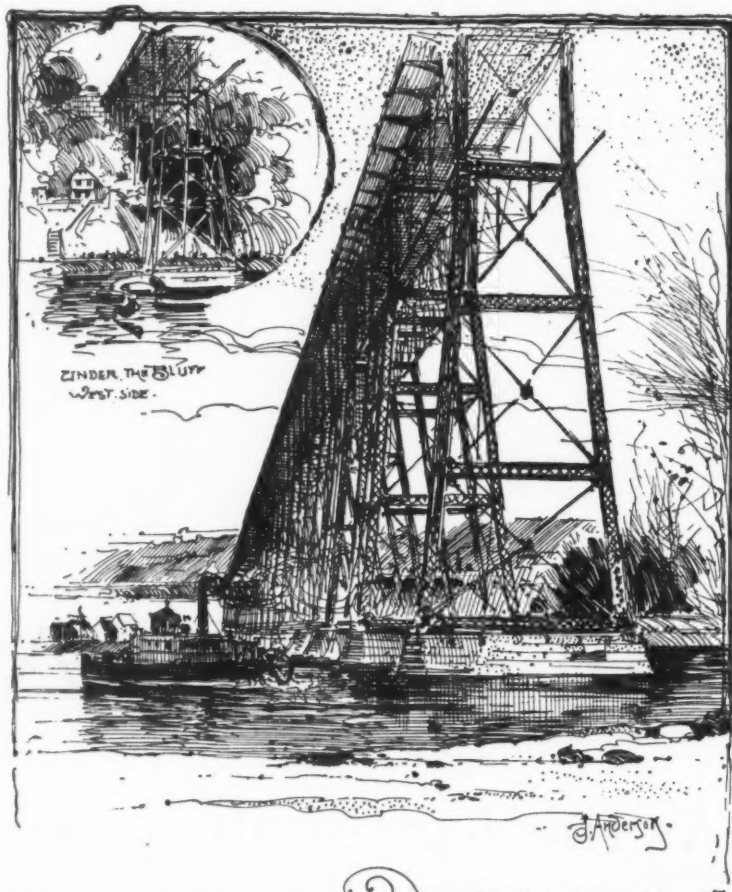
A TRAVELER in the region of Western Washington, west of the Olympic range of mountains,

pictures its beauties and character thus: "Washington Territory, west of the Olympic range of mountains, is a land of promise. It abounds in various elements of wealth of which the general public and the world at large have but little knowledge or conception. It might aptly be called 'Greater Palestine.' It is a land of rich soil and running mountain streams. It is a land of prairies, of grand forests and of beautiful, rich river bottom valleys."

THE valuation of property in Washington for the purposes of taxation, which in 1870 was but one-fourth of that of Oregon, is now almost equal to it. That is, 1870 Washington's valuation was \$13,562,000, and Oregon's was \$51,558,000, while now Washington's is \$84,644,000 and Oregon's is \$85,896,000. Thus, while the valuation of Washington has been increased since 1870 by \$71,079,000, that of Oregon has been increased by only \$34,338,000. In other words, Washington's valuation has been increased nearly six fold, while that of Oregon has not nearly been doubled.—*Portland Oregonian.*

A RAILROAD TO SHIP HARBOR.—The settlers around Ship Harbor have given a bonus of 2,500 acres of land to Millner & Co., Seattle, in consideration that said company shall have constructed four miles in six months from date of contract; twenty miles in one year; thirty miles to the Skagit River fully equipped and running in two years. This will take the road to a point on the Skagit where it can connect with the main line from Bellingham Bay to Seattle. In order to carry out the agreement and construct the first four miles according to contract, it is necessary for the company to work 400 men night, day and Sundays. Nearly all the settlers on Ship Harbor have given half of their land to secure the road.

THE HOP INDUSTRY.—Washington Territory is pre-eminently the greatest and most prolific hop growing region in the world. As cotton is a prime staple of the South, so hops are the great commodity of a vast portion of this Territory. This grows most luxuriant on or near Puget Sound. A number of counties tributary to the Sound are also coming forward to assert their claims as a hop producing section. The Puyallup Valley is the leader in this industry. The soil is susceptible of a high development of this industry and new fields are constantly being added to the already numerous ones that are yielding such abundant harvest for their owners. There are acres of rich ground in this region that will in time be utilized as rich hop fields, where now stands the great forests. The hop industry gives employment to many people, and will be more fully developed in this region in the future.—*Puyallup Commerce.*



THE NEW MOHAWK AVENUE BRIDGE OVER THE MISSISSIPPI AT ST. PAUL, NOW UNDER CONSTRUCTION.

FROM every city, town, village and hamlet in Washington Territory the same reports is heard: Progress! Real estate is advancing in price; farm lands in increased number are being put under cultivation, sawmills, are being erected, manufacturing industries are being established, railroads are under construction, new channels of trade are being opened up, people are flocking here in increasing numbers, and of a most desirable quality, all indicating that the coming year will be one of almost marvelous growth and development in this Territory, and Tacoma will be in the van.—*Tacoma News*.

SKAGIT VALLEY RESOURCES.—The valley proper of Skagit is more or less densely timbered. Fir, cedar, spruce and hemlock are varieties most common to the upland, the former predominating, while in the river bottoms are most commonly found the soft maple, cottonwood, alder and numerous smaller species of timber. Until recently lumbering has been the principal industry in the valley, but farming is now perhaps in the lead, while the former is not by any means declining. In fact these two industries are growing up most agreeably hand in hand—one proving a support to the other. Not less than twenty logging camps are at present in operation on the river, employing from fifteen to twenty-five men each. The wages paid woodsmen range all the way from \$40 to \$100 per month—\$65 is perhaps the average; but some knowledge of the business is presupposed on the part of him who commands such wages. The output of saw logs on the Skagit this season will amount to in the neighborhood of sixty million feet. Sawlogs at the present time bring from \$5 to \$7.50 per thousand feet at the mills, which is considered a fair money-making price. The finest timber is found usually on the table lands along the base of the mountains. Much of it still belongs to the government. A number of townships have recently been surveyed, but the plats have not yet been filed. Till then the land will not be in the market.—*La Conner Mail*.

Manitoba.

THE Manitoba & Northern Pacific Railroad Company has decided to build this year a handsome hotel and terminal passenger station combined, on the property it owns fronting on upper Main St. in Winnipeg. The hotel will be five stories high, with all modern improvements and will be of handsome and imposing architectural design. Mr. Douglas, the manager of the Leland House, will probably take the lease. No hotel in the Dominion west of Toronto will equal this in size and general character.

AFTER being beaten in the Supreme Court at Ottawa in its efforts to prevent competing railway construction by the Manitoba Government, the Canadian Pacific Co. is now making a last attempt in the courts of Manitoba. It has had no case in law or equity, for it relinquished its monopoly rights in the Province in consideration of \$15,000,000 in bonds given it by the Dominion, but it is so belligerent a corporation that it fights for the pure love of fighting. Its present claim is that the Manitoba & Northern Pacific Company, which operates the roads built by the Province, will divert traffic from the Canadian roads and thus injure the interests of the Dominion. At the same time this grasping corporation is invading United States territory at many points and diverting traffic from our American roads. It has secured a line to Chicago and has controlling interest in the Soo line to St. Paul and Minneapolis and in the Duluth & South Shore line to Duluth. Mr. Van Horne does not appear to think that "sausage for the goose is sauce for the gander," but the people of Manitoba are determined that he shall appreciate in the end the common sense of this ancient proverb.

British Columbia.

NOT many people know that a canal is at present under construction in British Columbia; yet such a work is being prosecuted by the Kootenay Valley Land Company, who received 30,000 acres of land in that district for undertaking of the scheme. Over \$50,000 has already been expended, and the canal when completed will join the Columbia and Kootenay rivers, and make steam navigation possible from Golden City, on the Canadian Pacific Railroad to many a rich pastoral, mineral and timber country. The enterprise has been promoted by the Provincial authorities. The Dominion Government is expending \$5,000 in improvements upon the Columbia River, and this will improve navigation and help to open a very important and promising section of the Province.

Consumption Cured.

An old Physician, retired from practice, having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma and all Throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire in this receipt, in German, French or English, with full directions for preparing and using. Sent by mail by addressing, with stamp, naming this magazine, W. A. NOYES, "149 Power's Block, Rochester, N. Y."

Northern Pacific Railroad LANDS FOR SALE.

The Northern Pacific Railroad Company has a large quantity of very productive and desirable

AGRICULTURAL AND GRAZING LANDS

for sale at LOW RATES and on EASY TERMS. These lands are located along the line in the States and Territories traversed by the Northern Pacific Railroad as follows:

In Minnesota,	-	-	Upwards of 1,350,000 Acres
In North Dakota,	-	-	" 7,000,000 Acres
In Montana,	-	-	" 19,000,000 Acres
In Northern Idaho,	-	-	" 1,750,000 Acres
In Washington and Oregon,	-	-	" 12,000,000 Acres

AGGREGATING OVER

40,000,000 Acres.

These lands are for sale at the LOWEST PRICES ever offered by any railroad company, ranging chiefly

FROM \$1.25 TO \$6 PER ACRE

For the best Wheat Lands, the best diversified Farming Lands, and the best Grazing Lands now open for settlement. In addition to the millions of acres of low priced lands for sale by the Northern Pacific R. R. Co., on easy terms, there is an equal amount of Government lands lying in alternate sections with the railroad lands, open for entry, free to settlers, under the Homestead, Pre-emption and Tree Culture laws.

TERMS OF SALE OF NORTHERN PACIFIC R. R. LANDS.

Agricultural land of the company east of the Missouri River, in Minnesota and North Dakota, are sold chiefly at from \$4 to \$6 per acre, Grazing lands at from \$3 to \$4 per acre, and the preferred stock of the company will be received at par in payment. When lands are purchased on five years' time, one-sixth stock or cash is required at time of purchase, and the balance in five equal annual payments in stock or cash, with interest at 7 per cent. The price of agricultural lands in North Dakota west of the Missouri River, ranges chiefly from \$3 to \$3.50 per acre, and grazing lands from \$1.25 to \$2.50 per acre. In Montana the price ranges chiefly from \$3 to \$5 per acre for agricultural land, and from \$1.25 to \$2.50 per acre for grazing lands. If purchased on five years' time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent. per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.50 to \$6 per acre. If purchased on five years' time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest at 7 per cent. per annum.

On Ten Years' Time.—Actual settlers can purchase not to exceed 320 acres of agricultural land in Minnesota, North Dakota, Montana, Idaho, Washington and Oregon on ten years' time at 7 per cent. interest, one-tenth cash at time of purchase and balance in nine equal annual payments, beginning at the end of the second year. At the end of the first year the interest only is required to be paid. Purchasers on the ten-years' credit plan are required to settle on the land purchased and to cultivate and improve the same.

For prices of lands and town lots in Minnesota, North Dakota and Montana, Eastern land district of the Northern Pacific Railroad, apply to

For prices of lands and town lots in Washington, Idaho and Oregon, Western land district of the Northern Pacific Railroad, apply to

A. G. POSTLETHWAITE, General Land Agent, St. Paul, Minn.

PAUL SCHULZE, General Land Agent, Tacoma, Wash. Ter.

DO THIS:

Send for the following named publications, containing illustrations and maps, and describing the finest large bodies of fertile Agricultural and Grazing Lands now open for settlement in the United States.

WRITE FOR PUBLICATIONS.

The Northern Pacific Railroad Company mail free to all applicants the following Illustrated Publications, containing valuable maps, and describing Minnesota, North Dakota, Montana, Idaho, Washington and Oregon. They describe the country, the soil, climate and productions; the agriculture and grazing areas; the mineral districts and timbered sections; the cities and towns; the free Government lands; the low-priced railroad lands for sale, and the natural advantage which the Northern Pacific country offers to settlers. The publications contain a synopsis of the United States land laws, the terms of sale of railroad lands, rates of fare for settlers, and freight rates for household goods and emigrant movables. The publications referred to are as follows:

A SECTIONAL LAND MAP OF NORTH DAKOTA, showing the Government lands open to settlers, and those taken up, and the railroad lands for sale and those sold in the district covered by the map. It contains descriptive matter concerning the country, soil, climate and productions, and the large areas of unsurpassed agricultural and pastoral lands adapted to diversified farming in connection with stock raising.

A SECTIONAL LAND MAP OF EASTERN WASHINGTON AND NORTHERN IDAHO, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, with descriptive matter relating to this portion of the Northern Pacific country. This region contains large areas of fine agricultural lands and grazing ranges, rich mineral districts and valuable bodies of timber.

A SECTIONAL LAND MAP OF WESTERN AND CENTRAL WASHINGTON, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, in Central and Western Washington, including the Puget Sound section, with descriptive matter concerning the extensive timber regions, mineral districts and the agricultural and grazing lands.

A MONTANA MAP, showing the Land Grant of the Northern Pacific R. R. Co., and the Government surveys in the district covered by the map, with descriptions of the country, its grazing ranges, mineral districts, forests and agricultural sections.

Also Sectional Land Maps of Districts in Minnesota.

When writing for publications, include the names and addresses of acquaintances who contemplate removal to a new country.

WRITE FOR PUBLICATIONS.—They are illustrated and contain valuable maps and descriptive matter, and are mailed FREE OF CHARGE to all applicants. For information relating to lands and the Northern Pacific country, address

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[3417.]

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and saved him from death. Any sufferer from this
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safe as Government bonds. Ample reserve fund invested
in real estate mortgages. For full particulars address
J. Merritt, Secretary, Minneapolis, Minn.

Tacoma Real Estate.

Tacoma realty continued in great demand during the
past two weeks, 320 acres was purchased by Henry Villard
for the sum of \$250,000, also forty acres by Griggs, Hewitt
& Co., paid \$38,000. Both properties are located one and
one-half miles from the Post-office in Section Seven, Town
Twenty N., Range Twenty-six, on the N. P. R. R. The city
is growing rapidly in that direction. Several investments
having been made to the south, by Eastern capitalists.
The Scott Dairy Farm (one mile and a half south of the
Villard Tract) eighty acres, in Section Twenty-four was
sold by Geo. W. Traver to E. Bennett of Bennett & Son,
Topeka, Kansas, Importers of Percheron, Clydesdale and
Coach Horses, and J. J. Hunt of Elmira, New York, for
\$80,000. This sale was closed in December, 1888. Messrs.
Bennett & Hunt appointed Mr. Traver Attorney in fact
with instruction to plat and place the property again in
the market, which he did, commencing February 1st,
naming the tract Hunt's Prairie Addition. Prices vary
from \$150 to \$300 each. Several stores and residences are
under contract and now building. All trains stop at
Scott's station in the tract. Special inducements are
offered to parties wishing business or localities for manu-
facturing. Depot, side tracks, etc., to be built soon. For
any information in reference to Tacoma, write to Geo. W.
Traver, Tacoma, W. T. Mr. Traver having been estab-
lished there over six years, is well and favorably known.

Webster, the New Spokane Falls Suburb.

The popular Webster tract lies one and one-half miles
northwest from the city of Spokane Falls, W. T., sloping
gently towards the beautiful Spokane River which ad-
joins Webster on the southwest, and lying as it does 210
feet above the river, the location is a healthful one and
the scenery unsurpassed. The prairie at Webster is
smooth and for many months of the year represents one
grand flower garden, dotted here and there as it is with
very many beautiful evergreen trees. The second depot
from Spokane Falls in the Seattle direction via S. L. S. & E.
will be located at Webster, the first being located at "Alta
Vista." The river at Webster furnishes 5,000 horse power.
One can readily read the wonderful future of the city of
Spokane falls and vicinity. Denver City, Colorado, reach-
es from its center six miles in every possible direction;
so will Spokane and Webster in the near future, and with
her thousands of intelligent people, with her beautiful
homes on either side of her grand avenues, her hundreds
of busy mercantile houses, and with her many active
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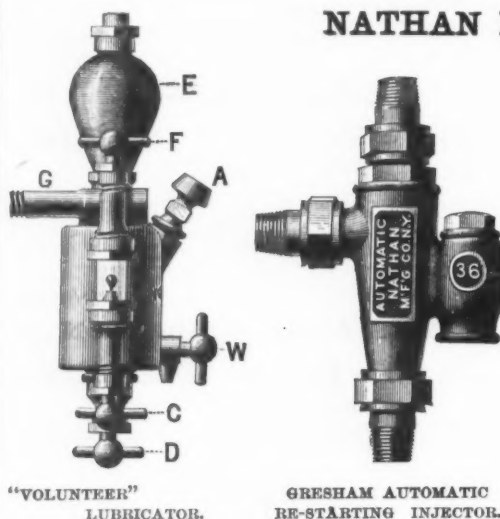
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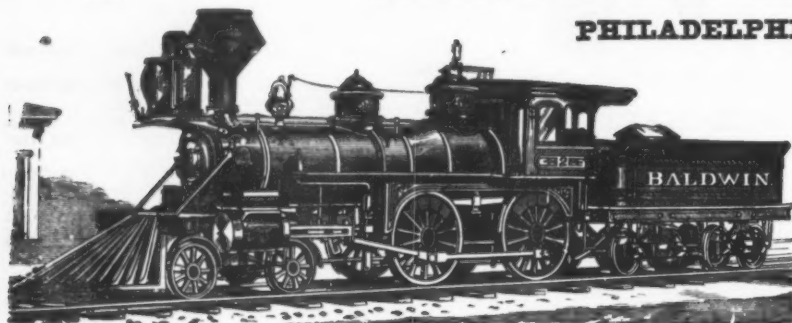
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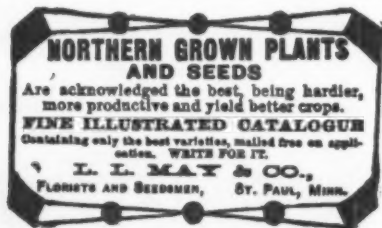
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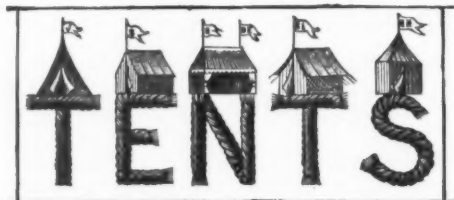
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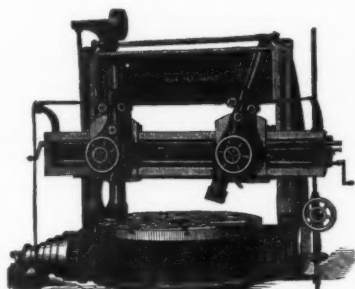
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Boston (sarcastically)—"Do you raise many like Bill around here?"

Denver—"Well, I reckon not. The last feller that raised Bill went dead broke for six months."—*Lowell Citizen.*

FROM BAD TO WORSE.

She—"I would like to call you by your Christian name, love, but Tom is so hateful and common you know. Haven't you some pet name?"

He—"N-no, I—er—haven't."

She—"Are you always known as Tom among your friends?"

He (brightening up)—"No, the boys call me 'Shorty'!"—*Life.*

NO MITIGATING CIRCUMSTANCES.

Philadelphia Magistrate—"Were you ever here before?"

Prisoner—"No, your Honor. I was never arrested but once, and then it was for a deed I wasn't quite responsible for."

"Was the deed committed in a state of inebriety?"

"No, your Honor; in a prohibition State—Iowa."—*Philadelphia Record.*

WHAT PUZZLED THE IRISHMAN.

"Look at that now," said an Irishman as in company with a friend he passed a couple of Italians who were engaged in animated conversation.

"Well, what of it? They are talking to each other, nothing more."

"Yis, but here's the wan thing Oi want to know."

"What is that?"

"How the devil can they tell phwat they're talkin' about."—*Merchant Traveler.*

CHEAPER TO STAY AT HOME.

"George, dear," she said tenderly, "I know you are poor; but could we not make our home in some Western city where the cost of living is cheaper? I have read somewhere that you could get three pounds of beef in Kansas for a quarter."

"I know it," he replied ruefully; "but it would cost the price of three whole oxen to get out there!"—*Baltimore Herald.*

POPULAR PREACHING.

First Preacher—"How do you manage to succeed so well among the cowboys out West?"

Second Preacher—"There were 600 present at my first sermon and I said: 'Gentlemen I am going to tell you about a man, five feet high, who floored a giant eleven feet high.' Then I spoke of Goliath and David."

"Well!"

"When I finished they gave three cheers for David."

A CONVINCING PORTRAIT.

Mr. Harry Furness, the well known caricaturist on the staff of *Punch*, tells the following anecdote, which amusingly illustrates some of the troubles of the harassed portrait painter:

A man once called upon a portrait painter and asked him to paint his father.

"But where is your father?" asked he of the Brush.

"Oh, he died ten years ago."

"Then how can I paint him?" asked the artist.

"Why," was the reply, "I have just seen your portrait of Moses. Surely, if you can paint the portrait of a man who died thousands of years ago you can more easily paint the portrait of my father, who has only been dead ten years."

Seeing the sort of a man with whom he had to deal, the artist undertook the work.

When the picture was finished the newly blossomed art patron was called in to see it. He gazed at it in silence for some time, his eyes filling with tears, and then softly and reverently said:

"So that is my father? Ah, how he is changed!"—*Atlanta Constitution.*

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Dying husband (to jealous wife)—"Ah! darling, I am dying; I am going to heaven." Jealous wife—"Yes, I know it. Just like you. You want to meet some girl up there!"

She (emphatically)—"I will never marry you. Do I make myself plain?"
He (outraged)—"Quite unnecessary. Nature has done that."—*Town Topics.*

Little Bobby—"Don't you want to take me up to the toboggan slide with you some day, Mr. Jinks?"

Mr. Jinks—"I never go to any toboggan slide, Bobby; never even saw a toboggan."

Bobby (a trifle nonplused)—"That's funny; I heard pa say something about your going down hill at a furious rate."



COQUETRY PUNISHED.

Gentleman—"I really beg your pardon, Miss. It was very awkward for me to step on your train."

Lady (coquettishly)—"How shall I punish you?"

Gentleman—"Give me the next waltz."

"Oh, youah mistaken, me boy. Towker is weally a gentleman." "What makes you think so?" "Well, I saw a bill from a London tailor in his mail, don't you knowah?"—*New York World.*

Customer—"I want a good pair of rubbers."

Shoedealet—"Arctics, I suppose?"

Customer—"No, I want something real warm. I guess, about Antartics."—*Ashland News.*

Revivalist—"My son, when that great day comes, where will we find you, with the sheep or the goats?"

Small Boy—"Jiggered if I know. Ma, she says I'm her 'little lamb,' and pa calls me 'the kid,' so I guess I'll have to give it up."

BRIGHT GILDED FAME.—"Ah, Lionel, that poem is beautiful!" "Yes, Agatha, it is the crowning effort of my life." "And, Lionel—my Lionel! it will bring you fame, eternal fame, will it not?" "Yes, Agatha—and perhaps \$2."—*Life.*

Boggs—"I understand you have changed your barber?"

Biggs—"Yes, I couldn't stand the old one. Why, only last week they had him out on Fourth Street to shave a corpse, and he tried to start a conversation on the tariff."—*Burlington Free Press.*

Young Reporter—"The storm king hurried his torn and tumbling torrents over the ruins of the broken and dis-

membered edifice." Old Editor—"What's that? What do you mean, young fellow?" Young Reporter—"I—er—er the flood washed away Patrick McDougal's old soap-factory."—*Lynn (Mass.) Union.*

Miss Travis—"Don't you think my new dress is too sweet for anything?"

Miss DeSmith—"Oh, lovely, exquisite; I do believe your dressmaker could make a bean-pole look graceful."—*Burlington Free Press.*

Wealthy Lumberman—"Ah! Miss Society, if you want to see nature at its best you should take a trip through the pine woods of the North."

Miss Society—"Wouldn't it be grand and I do so dote on pineapples."—*Ashland News.*

"How old are you, Sambo?"

"Well, sah, I's goin' on er hundred yeahs."

"Indeed! Is it possible?"

"Yes, sah, but I's got quite er little ways funder to go yet."—*Burlington Free Press.*

Enter Mrs. Adipose (puffing)—"I declare, I believe I get heavier every day. I shall soon be unable to come up those stairs at all. The lecture was lovely, John; I do wish you would take the course. You would soon be rid of those rheumaticky fancies of yours. We count the flesh as nothing. Every sensation is only the reflection of a thought. How cold it is in here! What made you let the fire all get down? Hand me my felt slippers and then tell Jane to bring me some hot tea and toast. I am really quite worn out from combining so much mental and physical effort."—*Judge.*

Julia—"Yes, Tom's a good fellow—handsome and has plenty of money—but he's so awfully timid and bashful, you know. He's been coming to see me twice a week for nearly a month, and he's never attempted to kiss me."

Clara—"Well, he certainly appears to possess good taste, among his other excellent qualities, but really he was not so timid when he called to see me the other evening."

They don't speak now.

"I tell you," said a travelling man to a companion on the train, "you'll never catch me playing seven-up again with Bill Scriven." "Why not?" "Because I saw him turn up a jack off the bottom of the deck." "Well I'd rather play with him than I would with Jerry Spader." "Why?" "Because when Jerry turns up a jack off the bottom you can't see him do it."—*Omaha Bee.*

BEATS THE NICKEL IN THE SLOT MACHINE.—Tourist (to stage driver in the Yellowstone region): "Are there any wonderful curiosities to be seen in this region, driver?" Stage driver: "Wonderful curiosities! Well, I should say there were! Why, you drop a rock down that gorge, come back in three days and you can hear the echo."—*Des Moines Register.*

"To-morrow, Maria, will be your birthday, and I want to give you some appropriate present. What shall it be?"

"Whatever your kind heart may suggest, John."

(Next day.) "Maria, you know how your poor back has suffered from pulling off my boots in the evening. It will not suffer any more, my love. See! I have brought you a nice new bootjack, which I will use hereafter instead."—*Chicago Tribune.*

"Pa," inquired Bobby, "are all the people made of dust?"

"Yes, sir," replied his father, who was reading.

"And is everybody made of the same kind?" continued Bobby.

"No, no; some of them are made of the cheapest kind of dust to be had."—*New York Sun.*

Doctor—"My poor man! You seem to be in a sad condition, indeed. What is your trouble?"

Cadaverous individual—"Difficult in swallowing."

Doctor—"Does it seem to be due to contraction of the throat?"

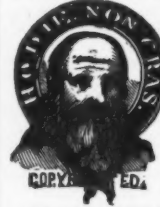
Cadaverous individual—"No, it's due to not having anything to swallow."—*Burlington Free Press.*

Charley G., an original boy, goes to a neighbor's one day and rings the bell. "Can I see Mrs. —?" he inquires. The lady comes and Charley asks to see her new parlor carpets. She takes him into the parlor, and he gazes at them in great solemnity. "What made you want to see my carpets, Charley?" she asks. "Because I heard mother say it made her sick to look at your new parlor carpets, and I wanted to see if it would make me sick too!"

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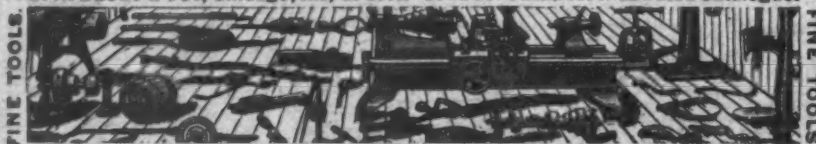
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